

The Ash Breeze

Journal of the Traditional Small Craft Association

IN THIS ISSUE

Carolina Sprintsail Skiffs

Learn to Row Day

NC Maritime Day

**Small Reach
Regatta #12**



VOLUME 38, Number 3 • Fall 2017 • \$4.00



The Ash Breeze (ISSN 1554-5016) is the quarterly journal of the Traditional Small Craft Association, Inc. It is published at Mariner Media, Inc., 131 West 21st Street, Buena Vista, VA 24416.

Communications concerning membership or mailings should be addressed to: PO Box 350, Mystic, CT 06355. www.tasca.net

Volume 38, Number 3

Editor:

Andy Wolfe

andy@marinermedia.com

Advertising Manager:

Spencer Lawn

spencer.lawn@tnebc.com

Editors Emeriti:

Richard S. Kolin

Sam & Marty King

David & Katherine Cockey

Ralph Notaristefano

Ken Steinmetz

John Stratton

Dan Drath

Ned Asplundh

The Traditional Small Craft Association, Inc. is a nonprofit, tax-exempt educational organization that works to preserve and continue the living traditions, skills, lore, and legends surrounding working and pleasure watercraft with origins that predate the marine gasoline engine. 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.

©2017 by The Traditional Small Craft Association, Inc.

TAB Layout Design: Karen Bowen

Cover © Rosemary Wyman

Kiwi, a 17'6" John Welsford design Pathfinder built and owned by Tom Williamson.

President's Message

Steve Brookman



"I have the con." I never got to say that while I was a pilot in the Navy. Pilots simply say, "I have it." After winning the recent election, I now find myself as the president of the National TSCA (my name was the only one in the non-existent hat, so it wasn't much of a contest). Serving as president fits into my retirement plan of being more involved with small boats: sailing and building them and volunteering.

A little background: like many members of the TSCA, I must have an aquatic gene as I've always been drawn to water. I was fortunate to grow up near a small lake in northeast Connecticut where I sailed and spent most summers on or under the water. The ocean wasn't far away, and my father bought an old downeast style 26' wood bassboat, which we used to explore the Connecticut River and Long Island Sound. Even without a sail, it exuded "yar" to me. It was many years before I knew of yar, but it was forever imprinted upon my young mind.

That water gene guided me in my college selection as I considered only schools that offered degrees in oceanography. I received an appointment to the Naval Academy, which made my dad really happy since I had three younger siblings and he didn't have to pay for my college education! While at Annapolis, I was force-fed seamanship, celestial navigation, and fluid dynamics (ugh!), and I got to sail knock-about and Luder yawls.

What I really learned at "boat school" was that while I really liked being at sea, being on big gray boats for months at a time wasn't for me. Flying was an attractive service option, and flying a big plane would keep me off those big gray boats. So my water gene led me to the sky and a career in aviation.

After my 11-year service in the Navy, I lived a boater's dream aboard a 32' sailboat in St. Croix, U.S. Virgin Islands, until I finally landed an airline job. I traded Christiansted for Newark, New Jersey. That was a culture shock!

Starting airline pilots don't get paid squat, especially after deregulation, but with a loan cosigned by my mother, I had a 26' Herresoff-ish cutter built in Noank, Connecticut. It had a glass hull and way too much teak. I lived aboard for a few years, cruised New England, and then managed a single-handed trip to Florida, where I eventually moved ashore, bought a house, and met my wife, Susan. After a couple of decades, we moved to New Jersey to be closer to work, and I began building small boats. Three boats, too many trans-con flights to count, and a decade later it was time for another move. We made our way to Downeast Maine after my retirement last year, and we've found it to be the perfect place for this new chapter of our lives.

I am fortunate to be taking helm now, as these are good times for the TSCA. Membership is at an all-time high, we have a great new website, and

continued on page 12





Small Reach Regatta

by Richard Honan, photos by Rosemary Wyman

I spent the weekend up in Brooklin, Maine, at the Small Reach Regatta, a gathering of small boat owners from all over the Northeast. It was sponsored by the Downeast Chapter of the Traditional Small Craft Association. Approximately sixty boats were there, ranging in size from twelve feet to twenty-one feet. The majority of the boats were wood, along with a few fiberglass boats. Almost all of the boats are powered by sail, but there were a half dozen one- and two-man row boats that joined the fleet on our daily trips to one of the outer islands. My brother Bill drove up from Annapolis, Maryland, and joined me in Winthrop, from where we trailered my 16' Melonseed sailboat, *Proud Mary 2*, up to Brooklin, Maine.

Accommodations at Ocean Front Camping at Reach Knolls is old school camping in tents. The Small Reach Regatta reserves the whole campground for the entire five-day regatta. The camping may be a little rustic, but Lori and her husband make everyone feel at home with their hospitality. Most of the participants sign up for the five-day meal plan—breakfast, box lunches, and dinner. Some people bring and prepare their own food. Going to a local restaurant or a Dunkin Donut is a distance away with a ten- or fifteen-mile drive.

Each morning usually begins with everyone meeting in the big tent for coffee, breakfast, and a skippers meeting. Breakfast consisted of blueberry pancakes, sausages, home fries, or ham and egg sandwiches and is cooked outside by a local caterer on a large outdoor griddle. The skippers meeting is run by



WoodenBoat editor Tom Jackson. Most of the information is about the day's destination or which island we'll be sailing to, along with information about tides and expected weather conditions. After breakfast, skippers and crews head down to Atlantic Boat Works and take one of the launches out to rig their boats and prepare for the day's sail.

Mid-morning, we would typically sail six to eight miles to one of the small islands surrounding Brooklin. Upon arriving at the island, we would pull up our boats on the sandy beach, enjoy lunch, do a little exploring, and generally mill around looking at each other's boats or renewing old friendships. Winds were generally light in the morning, with a brisk sea breeze in the afternoon. What makes the sailing in this part

continued on page 20

Top: The morning breeze was light as the fleet sailed toward Blue Hill Bay. **Right:** Each day at noon, the fleet beached on an island for a lunch and games. The afternoon breeze freshened to 12 knots for the run home.



Carolina Spritsail Skiffs

by Norm Greisen

The North Carolina Maritime Museum's (NCMM) spritsail skiffs are modeled after the skiffs designed and constructed in the Beaufort and Harkers Island (NC) areas between the 1880s and the early 1900s. After the Civil War there was an increase in population and fishing in the local area. There were very few, if any, roads and bridges connecting the many islands and the mainland. Small boats were needed that were easy to build and sail, and low cost to build and maintain. These conditions gave birth to the Carolina Spritsail Skiff. The original boats were built using local woods such as Atlantic white cedar (juniper) and pine. The boats were narrow like the Colonial dugout log canoes. The hulls had a deadrise bottom with a sharp v-shape forward and a shallower v-shape near the stern. According to Howard I. Chapelle (*American Small Sailing Craft*, 1951; page 331): "The V-bottom sailing hull spread southward from the Chesapeake, and skiffs were built at Beaufort, North Carolina, on the same construction methods as used at Smith Island in the Chesapeake." The chine ran the length of the boat.

The sailing rigs consisted of a spritsail mainsail and a jib and some were rigged with a topsail. The topsail was used to catch the wind over the treetops when sailing close to shore. The topsail was also used to increase boat speed. According to some historians, the North Carolina topsail feature was unique for spritsail rigs. The boats ranged in length from 16 to 22 feet. For shallow water sailing, the boats were equipped with a centerboard and a shallow rudder. The stern was tucked-up, which allowed the boat to be heavily loaded without the stern dragging in the water. And they were usually painted white. In fact, the traditionalists demanded that the boat be painted white. The skiffs were primarily used as work boats for local transportation and fishing. They have been called the boatman's family pickup truck.

The present NCMM spritsail fleet consists of five 20-foot skiffs and one 25-footer. Several are rigged with topsails. All these boats were constructed by volunteers under the direction of a staff boat builder at the NCMM Watercraft Center (www.maritimefriends.org/The-Harvey-W-Smith-Watercraft-Center.html). In regard to traditional watercraft, the Watercraft Center has three primary missions: Preservation and

Restoration, Education, and Boatbuilding Demonstrations. The Center offers many classes in woodworking, boat building, half-hull making, and related subjects such as oar making.

On display in the NCMM museum is a 20-foot, 1911 spritsail skiff. In 1976, Michael Alford measured the boat and developed detailed architectural plans (1-inch to 1-foot scale) of the hull and rig. The three-page document is labeled "Plan 05" and is for sale in the NCMM Store, (252) 728-7317, ext 20.

In 1983, Julian Guthrie, a Harkers Island boat builder, constructed a 20-foot spritsail skiff for a local customer to be used for pleasure. The boat is now on display in the Harkers Island's Core Sound Museum. This skiff is an excellent example of the local workmanship and passion for the traditional Carolina Spritsail Skiff.

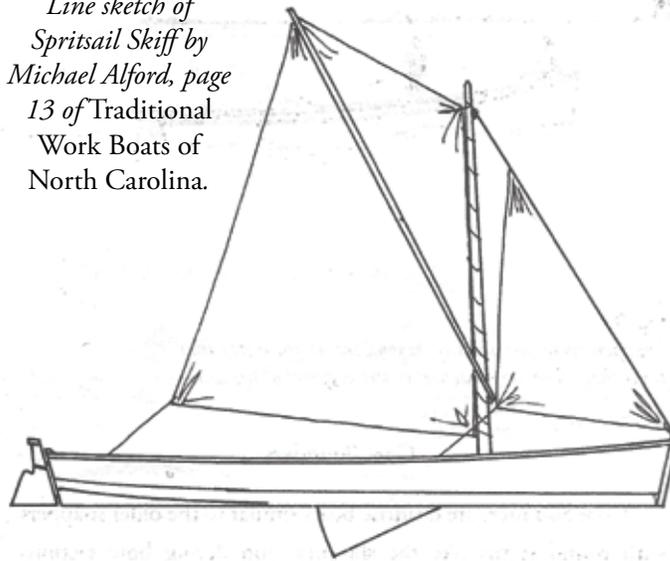
The NCMM TSCA Chapter utilize the NCMM spritsail skiffs to demonstrate traditional wooden boats and their history, give sailing rides during special events, and

promote the art and function of traditional boats.

References:

1. Michael B. Alford's *Traditional Work Boats of North Carolina*, Copyright 1990 and 2004. This publication is available at the NCMM Store. Phone: (252) 728-7317, ext 20.
2. Additional information was obtained from discussions with local Beaufort and Harkers Island traditional boating enthusiasts.

Line sketch of Spritsail Skiff by Michael Alford, page 13 of Traditional Work Boats of North Carolina.





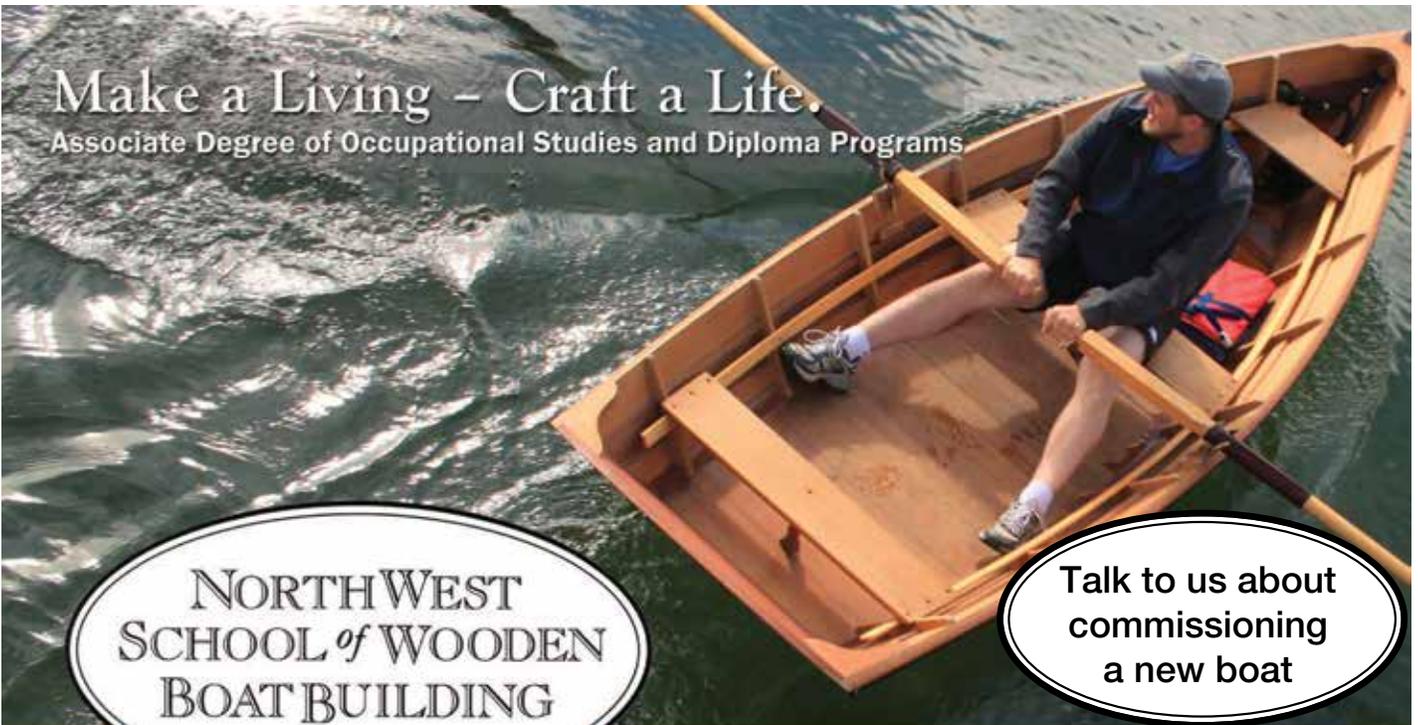
34th Mid-Atlantic Small Craft Festival

Saturday & Sunday, October 7 & 8, 2017 • Chesapeake Bay Maritime Museum, St. Michaels, MD



Hundreds of amateur and professional boat builders and enthusiasts come from all over the region to display their skiffs, kayaks and canoes. Check out the boats on land or watch many of these one-of-a-kind vessels race along the Miles River along CBMM's 18-acre waterfront campus.

For more information call 410-745-2916 or visit cbmm.org/mascf



Make a Living – Craft a Life.
Associate Degree of Occupational Studies and Diploma Programs

**NORTHWEST
SCHOOL of WOODEN
BOAT BUILDING**

Talk to us about
commissioning
a new boat

Northwest School of Wooden Boatbuilding
42 N Water Street Port Hadlock, WA 98339 360-385-4948
www.nwboatschool.org or www.facebook.com/NWBoatSchool

ACCSC
Accrediting Commission of Career Schools and Colleges

Our School is accredited by the Accrediting Commission of Career Schools and Colleges (ACCSC) & Approved for Veterans' Educational Benefits.



John Gardner Small Craft Workshop 2017



by Bill Rutherford

The reoccurring theme at this year's John Gardner Small Craft Workshop, held at the WoodenBoat Show, was one of activity on the docks. Boats were constantly arriving and departing, picking up passengers or changing crews. J.R. Krevans's bright red De Blois Street Dory was easy to spot as it dashed up and down the waterfront. Thad Danielson's Mower Racing Dory breezed in under a cloud of canvas to trade smiling passengers. Ben Fuller's Delaware Ducker sailed in and out as well as rowed. But the big boat at the end of the dock caught everyone's attention: Matthew Phillips' Orkney Islands skiff with its 2017 heavy clinker riveted planks, double-ended shape, two masts, and three sails. When Matthew arrived and departed, everyone stopped to watch.

On the beach, we had a beautiful collection of oar and sail boats. Alden Sweet's brand new traditional plank-on-steam-bent-frame Main Coast Peapod was a work of art that rowed really well. Other double-enders included a Doug Hylan Beach Pea and Jim Friedlander's self-designed V-bottomed tender that also sported a fully battened batwing lug rig. With owner's permissions, they were rowed off and on the beach along with a range of boats from CLC dinghies to flat-bottomed skiffs, oar and sail dory skiffs to our rather utilitarian but popular John Gardner Chapter green dories. Special this year was the presence of the *Susan B. Holland*,

Brandt Point Light at Mystic Seaport Museum

the Chapter's Modified Herreshoff Rowing Boat, which was especially popular with couples.

Landside, we were very fortunate to have talented and interesting presenters starting Friday with Dane Rochelle giving the history of *Afterglow*, the Seaport's Schooner *Brilliant's* tender, followed by an opportunity for four to six people to go for a row, an offer that was repeated throughout the weekend. Saturday, David Wyman kicked off with an introduction to his sharpie skiff *Rosie* that he has been designing in the last few issues of *Ash Breeze*; very versatile, with sail, oar, or electric power using a trolling motor and lithium ion batteries. Bill Meier followed, describing the process of completely (except for a plank or two) rebuilding a 1920s Mathis Launch—designed by Trumpy—and then re-powering it electrically with a 36-volt golf cart motor. Hard acts to follow, Jim Friedlander then gave us a detailed description of his fully battened batwing lug rig, attached to his self-designed V-bottomed skiff; a balanced lug, it was stable and also fast. On Sunday, Carl Kaufman extolled the virtues of his *Maude & Emeline* Atkin power skiff for oar and outboard with her stable, flat bottom, enough rocker to easily row or push to a plane with a mighty Honda 2.3. Wrapping up, Dan Nelson gathered a crowd around his recently completed Chesapeake Light Craft Sou'wester Dory; he deleted the optional engine

continued on page 13



Warren Rivers Chapter Learn to Row Day

by Rock Singewald

Saturday, June 3, proved to be a busy day on the water in Warren, RI. The Warren Rivers Chapter of TSCA held a Learn to Row day at the town beach on the Warren River, and it was a rousing success. A crowd of about 75 people, ranging in age from under 5 to over 80, showed up to get out in an impressive fleet of small boats. There were over 20 small craft available for people to try out ranging from the 10-oared Bantry Bay Gig *Loyaute*, to a couple of coracles. Some of the most popular were the fleet of small one-person dinghies designed by Riley Hall and built by Don Betts, each made from a single sheet of plywood. Don's brother Curtis and wife Sally Johnson trucked in an impressive squadron of boats of their own.

Another Betts built boat on hand was the 6-oared Pilot Gig *Cady*, and a 4-oared Whitehall, *Storm Queen*, made the trip to Rhode Island from New York City. The seats in these boats were

filled on trip after trip with new rowers, and with the help of experienced local crew, they quickly found their rhythm. The Narragansett Bay Challenge's *Loyaute* also went out with novice crew members at its 18-foot oars, and even got under sail.

There was a re-launching of the recently restored Whitehall *Phyllis*, a boat once owned by Jamie and Phyllis Wyeth. New owners and Chapter members Carol Meeker and her husband, Jan Reitsma, hired Riley to do the work of making *Phyllis* shipshape once more, and Carol took the oars for her maiden voyage in Warren waters.

Warren's Ron Rantilla brought two beautiful boats with his FrontRower system, and it was fun seeing people switching back and forth from one form of propulsion to another.

One of the sweetest boats was the small skiff *Oar d'Oeuvre* made by Bill Sauerbrey for young Master Ben Fallon.

Ben's father, Tim, sailed their beautiful catboat *Kathleen* to the event, and it provided a perfect backdrop for the all the small boats swirling around in the waters off the beach.

Perhaps the best part of the day was seeing all of the young children getting into boats for the first time. Chapter members including Kathy Sullivan, Jim Allen, Curtis and Don Betts, Sam Butterfield, Linda Remington, Martha Antaya, Woody Kemp, and Anne Raver did a wonderful job of patiently helping these kids and some of their parents learn the basics and then watching as their confidence grew and they became rowers. It was a real community effort with support from all of our local rowers, the Harbor Master, the Parks and Recreation Department, and the Fire Department. Thanks also to the national TSCA for all their support in helping the Warren Rivers Chapter make our inaugural event a big hit.







Mid-Atlantic Small Craft Festival XXXIV at CBMM St. Michaels

On Saturday, October 7, and Sunday, October 8, 2017, the Chesapeake Bay Maritime Museum will host one of the nation's largest gatherings of small boat enthusiasts and unique watercraft at the 34th annual Mid-Atlantic Small Craft Festival.

During the festival, CBMM guests can marvel at the craftsmanship and innovation used in traditional and contemporary small craft while enjoying the museum's waterfront campus and indoor and outdoor exhibitions. Hundreds of amateur and professional boatbuilders and enthusiasts come from all over the region to display their one-of-a-kind kayaks, canoes, and other traditional small craft.

Sailing skiffs, rowing shells, kayaks, canoes, paddle boats, prams, and one-of-a-kind boats will be on display and in the water throughout this family-oriented event. Small craft owners hailing from all over the country will also be available to share their knowledge and boating experiences with guests.

Scenic river cruises aboard the 1920 buyboat *Winnie Estelle*, live music, along with food and beverages will be available to round out the weekend festival.

Participants arrive Friday night, A sampling of oysters and crabs will accompany the BYO cookout. Museum boatyard staff and Chesapeake Wooden Boat Builders School instructors

continued on page 12



Top: CBMM will host one of the nation's largest gatherings of small boat enthusiasts and unique watercraft at the 34th annual Mid-Atlantic Small Craft Festival.

Bottom: Sailing skiffs, rowing shells, kayaks, canoes, paddle boats, prams, and one-of-a-kind boats will be on display and in the water throughout the festival. Small craft owners hailing from all over the country will also be available to share their knowledge and boating experiences with guests.



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/JohnGardnerFund



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

Life Members

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

Benefactors

• Norm Greisen • Samuel E. Johnson • John Weiss

Generous Patrons

• Roger B. Allen • Harold C. Appleton • Willard A. Bradley • Steve Brookman • Lee Caldwell • Dusty & Linda Dillion
• William Edwards • Ben Fuller • David Gillette • Greg & Naomi Grundtisch • Samuel Huber • Thomas E. King
• Richard S. Kolin • Scott Morgan • Ron Render • Benjamin B. Swan • Reagan Tucker • Richard B. Weir • Andy Wolfe
• Joel Zackin

Sponsor Members *

• Rodney & Julie Agar • James Alderman • Ned Asplundh • Thomas Avgeris • Ellen Barrett • Kenney Bassett • Donald Betts
• Michael C. Bill • Lee Bjorklund • Kent & Barbara Bleakly • Robert C. Briscoe • John S. Calhoun • Charles Canniff
• John W. Carlson • Keith S. Cheveralls • David & Katherine Cockey • Lee & Linda Conrad • Brandon Cooke
• John R. Decker • Paul DeRoos • Russell Dewey • Stanley R. Dickstein • William Dodge • Dick Dodson • Ralph G. Eldridge
• Sam & Debbie Elufson • Paul Erickson • Tom Etherington • Peter & Cricket Evans • Richard & Susan Geiger
• Gerald W. Gibbs • David & Emily Green • Geoffrey J. Gros Guth • Art Haberland • Jeffrey Hallock
• Mr. & Mrs. R. Bruce Hammatt • John A. Hawkinson • Paul Hayslett • Robert & Jill Hazard • Allen Head • Peter Healey
• Peter Hendrickson & Nancy Temkin • Colin O. Hermans • Martin Heyman • Kevin W. Holmes • Clifford F. Johnson
• Steve Kaulback • David Kavner • Bruce Keefauver • Andrew Kitchen • William Kornblum • David Kowall • Paul LaBrie
• Jack Lawrence • David Lenowitz • Robert Lister • Chelcie Liu • Jonathan & Ellen Lovell • Pete & Susan Mathews
• Christophe Matson • Michael McClure • Ian McNeill • William Meier • Grigg Mullen • Mason C. Myers • Alexis P. Nason
• Phil Nuccio • John Palenchar • Robert Pittaway • Kevin H. Rathbone • Chauncy Rucker • Bill & Karen Rutherford
• Cliff Scherer • Richard Schubert • Irwin Schuster • Paul A. Schwartz • Clayton Seelgen • Bob Shipman
• Gary & Diane Shirley • Charles D. Siferd • John Silverio • Donald Singewald • Michael A. Smith • John E. Stambaugh
• Zach Stewart & Annie Sommerville • John R. Stilgoe • John P. Stratton III • Daniel Streeter • Robert E. (Bub) Sullivan
• John E. Symons • Lee A. Takats • Cary Tolman & Pat Stefani • Thomas N. Tomlin • Jim Tolpin • Richard Traficant
• Dick Wagner • Stephen M. Weld, Jr. • Chris Wick • Michael D. Wick • Alan R. Wilson • George & Diana Woodward
• Richard C. Wolfe • Steve Wright • Ronald Wurst • David B. Wyman • Bob Zolli

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

The North Carolina Maritime Museum TSCA Chapter's Maritime Day

by Norm Greisen

The Friends of the North Carolina Maritime Museum TSCA Chapter enjoyed a perfect sailing day for the Chapter's Maritime Day event held on June 10, 2017, at the Museum's Gallants Channel facility. Many participants were on hand for a full day of activities: an old fashion picnic lunch, fishing off the pier, lawn games, kite flying, natural science displays on the local marine wildlife, and visiting old friends and making new ones. The Chapter members gave many free rides on the Museum's fleet of spritsail skiffs in 10 knot breezes and a deep blue sky. Music was provided by Robert McDuffy, a Beaufort (NC) local and favorite. Also on display were the plans for Gallants Channel's future development, which includes a Museum educational/events center and a boating center housing Junior Sailing classrooms. All the Maritime Day activities were free and open to Museum Friends and the public. The Chapter's cooks deserve a big "Thank You" for a delicious lunch!



Below: Food and Display Tents. **Right Top:** The 25-foot Spritsail Skiff Sea Raven in Gallants Channel. **Right Bottom:** The Museum's Spritsail Skiffs rigged and ready for the breeze.



SHAW & TENNEY
MAINE CRAFTED SINCE 1858

Makers of the world's finest
wooden oars and paddles.

Visit Us Online
SHAWANDTENNEY.COM



President's Message

continued from page 2

our Facebook following continues to grow daily. I am very grateful to Marty Loken and the many others who volunteer their time and expertise and have kept this organization shipshape.

I intend to keep us on a steady course and continue our growth and improvements. I'd like to see us bring some younger folks into the fleet. We've got a reputation of being an old fart's club, but messing about in boats shouldn't just be for seniors. And I fear that if we don't get some young 'uns interested, in the future we could become the VSCA, a Virtual Small Craft Association.

I'd like to think that the TSCA could not only fulfill our mission of working to preserve and continue the living traditions, skills, lore, and legends surrounding working and pleasure watercraft, but also nurture the natural love of being on the water. The water gene is mighty persuasive—it can steer a life's course. It could inspire the next Joel White, Jacques Cousteau, or even take someone to the skies. So let's enjoy the good simple pleasure that comes from messing about in small boats.

"If a man must be obsessed by something, I suppose a boat is as good as anything, perhaps a bit better than most."

—E.B. White

Mid-Atlantic Festival

continued from page 9

will be on hand Saturday to offer boatbuilding workshops and maritime demonstrations.

Judging runs from 9:00 a.m. til noon on Saturday morning. Beginning at 1:00 p.m., a lively Miles River race of small craft can be watched from CBMM's waterfront and docks. Everyone is invited to vote for their favorite boat, with the People's Choice award and all category winners announced among participants on Saturday evening.

On Sunday, festival-goers are invited to bring nautical items to swap or sell at a traditional swap meet before heading home.

For safety reasons, dogs are not permitted on museum grounds during CBMM festivals, with the exception of certified service dogs. Leashed dogs from boat and land are permitted on CBMM grounds on non-festival days.

The Mid-Atlantic Small Craft Festival is free for CBMM members and children 5 and under, otherwise admission is good for two consecutive days and is \$15 for adults, \$12 for seniors, and \$6 for children ages 6 to 17, with all museum exhibitions open throughout the event. On-site simple family camping is available on museum grounds. For participant, boat registration and more information, visit cbmm.org/mascf or call 410-745-2916.



Gaco Oarlock. New double safety version. Invented and made in Australia.

New tough copolymer will last indefinitely as the oarlock revolves around the pin. Unique profile reduces friction and wear on the oar. Retaining pin gives greater security. Comes with 10mm hardened 316 SS pins and 4 sockets, or with sleeves fitted to the pin for 1/2" sockets. 7/16" sleeves are available online at: www.gacooarlocks.com

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.*



OLD WHARF DORY
EST. 1977

WELLFLEET

*Building small rowing, row/sail,
and expedition boats
for over 20 years
on Cape Cod, MA*

170 Old Chequessett Neck Rd.
Wellfleet, MA 02667
508-349-2383
info@oldwharf.com
oldwharf.com



WoodenBoat Show

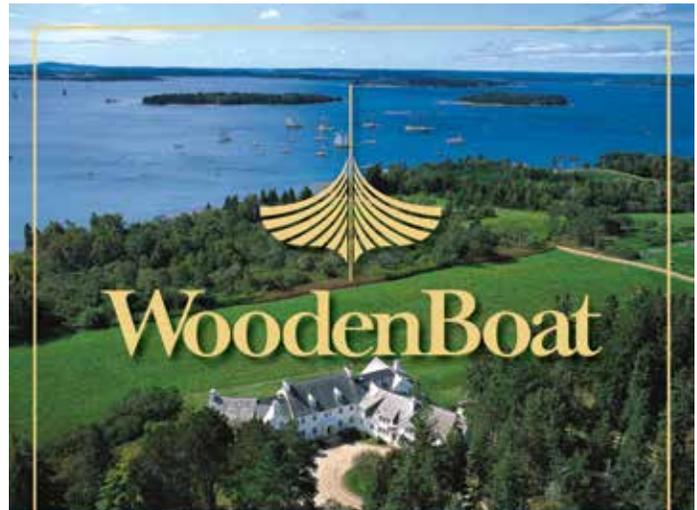
continued from page 6

well, going pure oar (with a pair of DeLapp oars he made) and sail (twin lug sails) that really make that 18' 3" dory scoot.

Meanwhile, while all this was going on, Brian Cooper was moving with the shade and carving a beautiful clear cedar Greenland kayak paddle, fielding lots of questions about how to customize to your own hands and stature. And further away from the water, Ben Fuller was seen leading chattering groups of traditionalists to and through the Small Craft Hall (aka Rosie Mill) to lay hands on the museum's originals, many of which he personally collected; each, whether workboat, canoe, or sporting boat, had its own story.

Mornings commenced with rows either up the River (Saturday—to the source of the mighty Mystic) or downriver (Sunday—to the ever-shrinking sandbar off Mason's Island). All participated from the multi-oared *Afterglow* to skiffs, Peapods, double paddle canoes, and flatties to leader Brian Cooper's Greenland kayak. Wind and tide were against us both ways, of course, but we found some interesting byways through both the up-river marsh and down-river Six Penny Island.

Those who stayed on the *Conrad* said the snoring was not that bad this year, boats got loaded in and out with true team effort and the Saturday night BBQ was a fun opportunity to meet friends both new and old. Definitely put it on your calendar for next year.



Please take time to stop in and enjoy the gardens, fields and waterfront of

WoodenBoat Publications

- WoodenBoat Magazine
- WoodenBoat Books
- WoodenBoat School
- WoodenBoat Store

Open to the public winter, spring, summer & fall

41 WoodenBoat Lane
Brooklin, ME 04616

207-359-4651
www.woodenboat.com



OFF CENTER HARBOR . COM

Ash Breeze Readers...

Enjoy your complimentary video at OffCenterHarbor.com/AshBreeze



Simplicity Afloat – Small Boat Gatherings

OffCenterHarbor.com is a membership website with over 800 videos & articles on boat handling, repairs, maintenance, boat building, dream boats and more.



Applying Simplified Naval Architecture Principles to Designing Traditional Boats: Preliminary Design: Propulsion

by David and Rosemary Wyman

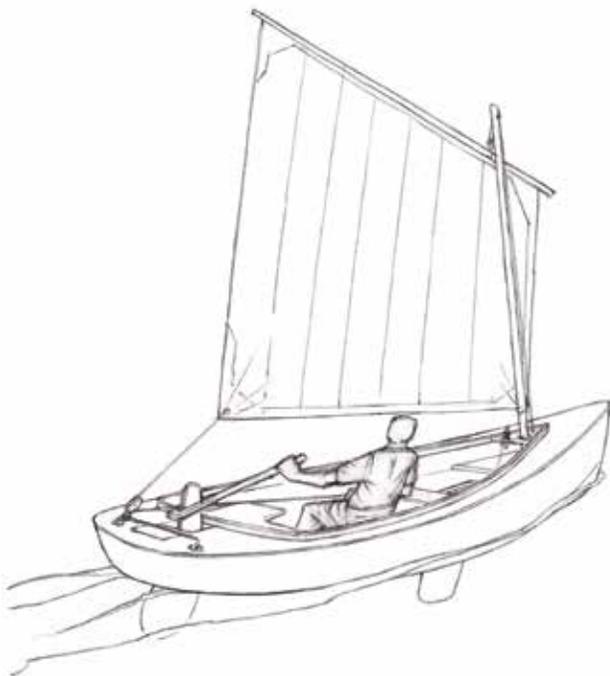
This is the fifth article in this series on designing a small traditional boat. My third principle of naval architecture is that the boat must “move through the water.” Obviously the hull shape has a lot to do with how the boat moves through the water. The lines drawing that we developed in article #3 shows the shape of the hull; the hydrostatic calculations done in article #4 provide insight into how the boat will perform—indicated by the displacement/weight of the boat, the longitudinal center of buoyancy (LCB), and the Prismatic Coefficient (Cp). How we provide the power and how much power is needed is the subject of this article.

The speed of a boat is controlled by just three important characteristics, provided the boat is of reasonable proportions:

- Weight of the boat – the lighter the boat, the faster she will go thru the water
- Length on the waterline – a longer boat will go faster than a shorter boat of the same weight and power
- Power – the more power, the faster the boat will go

There are many other factors that affect speed, but they are of relatively little importance compared to weight, length, and power.

Rosie Under Sail – Sketch by Sam Manning



There are three basic sources of power for a small traditional boat:

- Human power – oars (typically)
- Wind power – sails
- Mechanical power – motor (gasoline or electric)

Once we have chosen the type or types of propulsion to be used in our boat, we either:

- determine what speed is to be expected from that source, or
- select a desired speed and determine how much power will be required to generate that level of speed.

In calculating speed, power is measured in units of horsepower (HP).

Oars: A human using oars can typically provide 0.1 to 0.2 HP, which is not a lot, but a reasonably designed traditional boat does not need a lot of power.

Sails: Sails provide power to the boat when the wind develops pressure on the sail. At 10 to 12 knots of wind with the boat on a reach, the wind will exert approximately 1 pound of pressure per square foot of sail area, translating into approximately 0.01 HP per square foot of sail area. Therefore, a sail of 50 square feet will produce approximately 0.5 HP. This power goes up as the square of the wind velocity, so small increases in wind speed significantly increase the power provided by the sail.

Motors: Outboard motors powered by gasoline or battery typically provide power to a boat through a propeller. Gasoline motors are rated in HP, but electric motors are not. Advertising for electric boat motors tend to state that an electric outboard motor is equivalent to so many horsepower (which is misleading), and trolling motors are rated in pound of thrust, neither of which is useful for our calculations. The real power of an electric motor is measured in volts time amps which equals watts—746 watts equals one HP. Therefore, an electric motor that operates at 12 volts and draws 40 amps produces 0.64 HP (24 volts x 40 amps / 746 = 0.64). An electric motor that operates at 24 volts and draws 40 amps produces 1.3 HP (24 volts x 40 amps / 746 equals 1.3 HP).

To determine the speed that our boat will go, we use the formula that equates speed with length, weight, and power:

$$V = (\sqrt{LWL}) \times (\sqrt[3]{(HP/Displ)})$$



Where V = speed in knots
 LWL = waterline length in feet
 HP = horsepower
 Displ = displacement (weight) in lbs/1,000

To calculate the speed of *Rosie*, which has a length on the waterline (LWL) = 12 feet and Weight (Displacement) = 612 lbs, using this speed formula:

Oars:

One rower at a leisurely pace can produce HP = 0.1

$$V = \sqrt{12} \times \sqrt[3]{\frac{0.1}{.0612}} = 1.6 \text{ knots}$$

If we increase the power to 0.2 horsepower, then

$$V = \sqrt{12} \times \sqrt[3]{\frac{0.2}{.0612}} = 2.4 \text{ knots}$$

Sail:

The sail rig of 53 square feet in a 10 to 12 knot wind with the boat on a beam reach will produce 0.53 HP

$$V = \sqrt{12} \times \sqrt[3]{\frac{0.53}{.0612}} = 3.3 \text{ knots}$$

Motors:

For a 12 volt electric motor with 0.64 HP

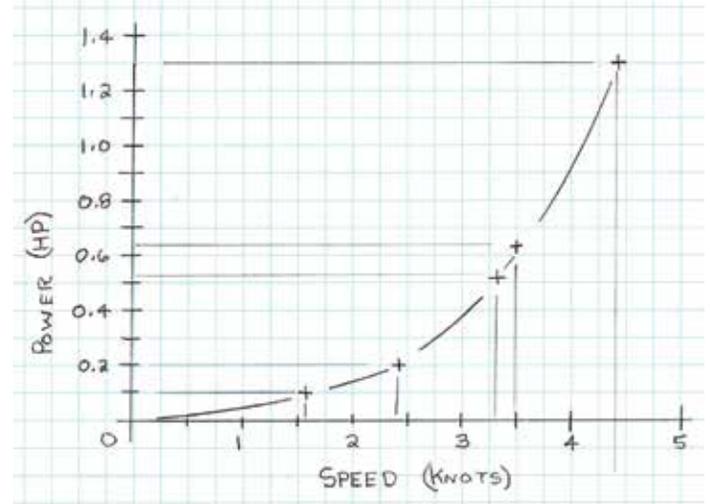
$$V = \sqrt{12} \times \sqrt[3]{\frac{0.64}{.0612}} = 3.5 \text{ knots}$$

For a 24 volt electric motor with 1.3 HP

$$V = \sqrt{12} \times \sqrt[3]{\frac{1.3}{.0612}} = 4.4 \text{ knots}$$

By making a graph of **power** vs. **speed**, we see how speed varies with power. Looking at the graph, we see that once the speed increases above approximately 2.5 knots, it takes increasingly more power to go faster. For example, doubling the power at 1.6 knots causes a 50% increase in speed whereas doubling the power at 3.5 knots causes only a 26% increase in speed. The graph is also useful to determine how much horsepower is needed for a given speed.

Speed – Power Graph for Rosie



Rosie Under Oars – Sketch by Sam Manning



2

D

B

aughters

oatworks

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



Calendar of Events

34th Annual Mid-Atlantic Small Craft Festival

Oct. 7–8, 2017

Chesapeake Bay Maritime Museum

213 North Talbot Street

St. Michaels, MD 21663

Beaufort North Carolina Maritime Museum's Fall In-The-Water Meet

Oct. 14, 2017

Gallants Channel, 172 West Beaufort Road

Beaufort, NC

Port Aransas plyWooden Boat Festival

Oct. 20–23, 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

Submit your event online at tsc.net



You Can Do It

Beautiful Kits Ready to Build

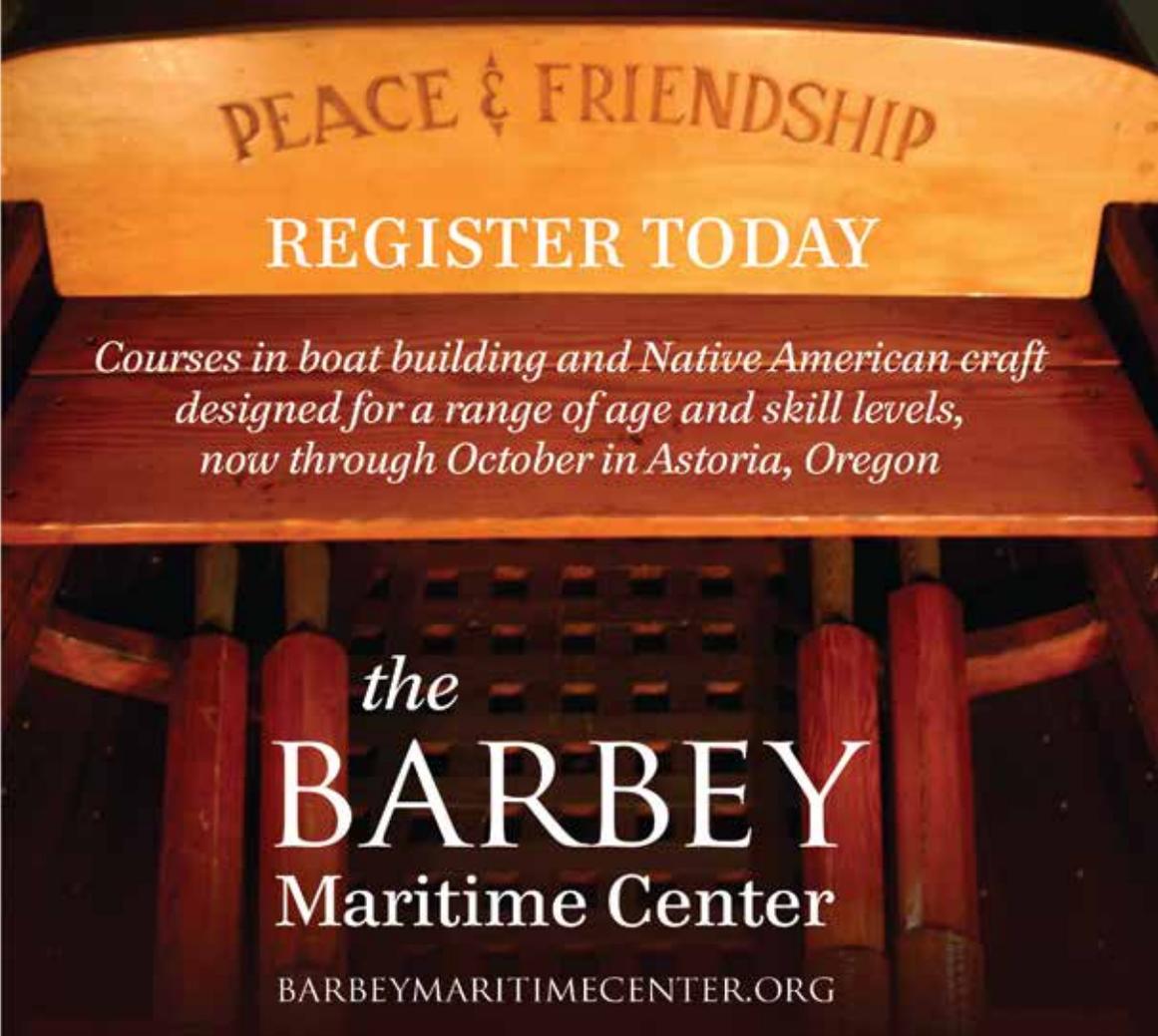
CHASE
SMALL CRAFT

beautiful boat kits, ready to build

Sail
Row
Motor

10–20'

chasesmallcraft.com
207-602-9587 • boatkits@gmail.com



PEACE & FRIENDSHIP

REGISTER TODAY

Courses in boat building and Native American craft designed for a range of age and skill levels, now through October in Astoria, Oregon

the
BARBEY
Maritime Center

BARBEYMARITIMECENTER.ORG

AT THE COLUMBIA RIVER
MARITIME MUSEUM

ASTORIA, OREGON
503.325.2323

Learn How to Teach Math with Boats!



Framing Square Math
Bevin's Guide to Boat Building Math
Afternoons in the Boatshop

Available in Paperback and PDF Ebook

BUY YOUR COPY TODAY FROM:

Mariner Media (paperback and ebook)
marinermedia.com/product-category/boat-math/

or

WoodenBoat Store (paperback only)
woodenboatstore.com/category/boatbuilding

Small Boats Are A Big Deal!

A small boat project is every bit as dear to the heart as a large one... and usually a lot more fun. Whether you're a pro or a back yarder, we can help you with the materials big little dreams are built upon.



Photo: Cottrell Boatbuilding
cottrellboatbuilding.com



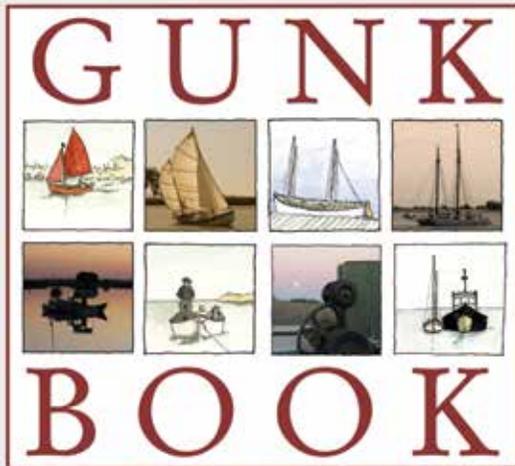
HM MAINE
HAMILTON
MARINE

FREE CATALOG!

800-639-2715 hamiltonmarine.com

Travels on one of America's little known inland waterways

Gunkholing on the 1,500 square miles of California's scenic Sacramento - San Joaquin River Delta



Journals, Drawings and Photography by Todd Bloch available at:

<http://www.blurb.com/b/714093-gunk-book>



Active TSCA Chapters



Bayfront Maritime Center TSCA

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

Brooklyn Chapter

Jim Luton, 570 20th St.
Brooklyn, NY 11218
917-971-7544
jim@canopystudios.com

Buffalo Maritime Center

Greg & Naomi Grundtisch
256 Iroquois Ave.
Lancaster, NY 14086
716-681-1315
grundy@fantasiadesign.com

Cape Cod Chapter

Bill Stirling, 11 Naushon Circle
Centerville, MA 02632
508-790-0098
stirling@comcast.net
Bob Lister, 126 Donegal Circle
Centerville, MA 02632
508-420-1718
boblister98@yahoo.com

Cleveland Amateur Boatbuilding and Boating Society (CABBS)

Ric Altfather
14695 Cheerful Lane
Strongsville, OH 44136
440-263-7020
ric14695@gmail.com

Connecticut River Oar and Paddle Club (CROPC)

Jon Persson
P.O. Box 281
Old Lyme, CT 06371
860-434-2534
jonpersson7@gmail.com

Crystal River Boat Builders (CRBB)

Bill Whalen
4539 N Grass Island Ter.
Hernando, FL 34442
352-344-5482, wandacanoegmail.com

Delaware River TSCA

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

Downeast Chapter

Steve Brookman
117 Parker Point Rd.
Blue Hill, ME 04614
239-822-1318
Steve@DowneastTSCA.org
DowneastTSCA.org

Floating The Apple

Adina Taylor
1225 Park Ave, Ste C10
New York, NY 10128
212-564-5412
floatingtheapple@earthlink.net

Florida Gulf Coast TSCA

Michael Jones
4721 16th Ave N
St. Petersburg, FL
727-560-5782
fgctsc@gmail.com
mj.woodwork@gmail.com

Friends of the North Carolina Maritime Museum TSCA

Brent Creelman
315 Front Street
Beaufort, NC 28516
252-728-7317
maritime@ncmail.com

John Gardner Chapter

Dan Nelson
U of Connecticut
Avery Point Campus
1084 Shennecossett Road
Groton, CT 06340
860-535-3623
dkenelson@att.net

Les Cheneaux Chapter

Mike Jellison
906-630-1230
jellison_ml@centurylink.net

Long Island TSCA—Reorganizing

John Weiss
jrweiss98020@comcast.net

Lost Coast Chapter—Northern CA

Dusty Dillion
707-964-2612
worldsend@saber.net
Laura Schroeder
707-357-6065
rrschroeder@mcn.org
www.tsca.net/LostCoast

Michigan Maritime Museum Chapter

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

North Shore TSCA

Nathan Burgess
28 Ronaele Road
Medford, MA 02155
northshoretsc@outlook.com

Old Bay Club (Chesapeake Bay, VA)

Eddie Breeden
3001 Winterfield Rd.
Midlothian, VA 23113
(804) 615-4413
oldbayclub@gmail.com

Oregon Coots

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

Patuxent Small Craft Guild

Brian Forsyth
13464 Lore Pines Lane
Solomons, MD 20688
443-804-6439
brforsyth@comcast.net

Pine Lake Small Craft Association

Sandy Bryson, Sec'y
333 Whitehills Dr.
East Lansing, MI 48823
517-351-5976
sbryson@msu.edu

Puget Sound TSCA

Marty Loken, Secretary
PO Box 216, Nordland, WA 98358
360-316-1557, norseboater22@gmail.com
E-mail forum: tsca-puget@yahoogroups.com
www.tscapuget.org

Ralph Middleton Munroe Chapter

Barnacle Historic State Park
Coconut Grove, FL 33133
John Palenchar
john@palenchar.net
7641 SW 65th Place
South Miami, FL 33143
305-666-9588 (h), 305-803-1653 (c)

Sacramento TSCA

Todd Bloch
122 Bemis Street
San Francisco, CA 94131
415-971-2844
todd.sb@comcast.net



South Jersey TSCA

George Loos
53 Beaver Dam Rd.
Cape May Courthouse, NJ 08210
609-861-0018
georgeowlman@aol.com

Southern California Small Boat Messabout Society (Scuzbums)

Annie Holmes
San Diego, CA
annieholmes@mac.com

St. Augustine Lighthouse Chapter

Brendan Burke
81 Lighthouse Ave.
St. Augustine, FL 32080
904-838-8813
bburke@staugustinelighthouse.org

Texas Boatcrafters and Messers

Mack McKinney
159 Albrecht Rd, Center Point, TX 78010
830-370-8488, mack@woodnboats.com

Thames River Chapter

Russell Smith
6 Drawbridge West
Gales Ferry, CT 06335
860-536-1113, fruzzy@hotmail.com

TSC Raleigh

Dean Herring
494 Darius Pearce Rd
Youngsville, NC 27596
919-632-5915
dfharing@aol.com

Warren Rivers (Rhode Island) Chapter

Rock Singewald
10 Taylor St., Warren, RI 02885
443-980-5601, rock9@mindspring.com

Chapters Organizing

Green Mountain Chapter

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

Western Long Island TSCA

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

Orlando, FL area

Ed Marchese
5610 Greenway Circle
Lakeland, FL 33805
n2te@yahoo.com

Introducing Spencer Lawn, Ash Breeze Advertising Manager

by Andy Wolfe, Editor

It is with pleasure that I introduce you to a seasoned young sailor, Spencer Lawn, the newest member of *The Ash Breeze* volunteer staff.

"Being on and around water has always been a passion of mine." Spencer remarked, "Growing up in Midcoastal Maine, I was exposed to sailing at a young age." Spencer started off like most young sailors on Optimist Prams, learning the basics of "beam reach" and the forbidden "no-go zone." From there he moved to 420s and sailed competitively for a short time before attending Maine Maritime Academy.

After graduation, Spencer went to sea and has worked on several ships ranging from two hundred to eight hundred feet. But he says, "I still feel most at home sailing, there is nothing that compares to the feeling of being pushed by the wind. Being connected to like-minded individuals through TSCA gives me great insight into technique and ways to stay sailing."

Spencer replaces Mike Wick who served as *The Ash Breeze* co-editor and the advertising manager for over a decade. The TSCA is grateful for Mike's years of volunteer service to the organization and the growth he created in the sponsorships of the journal.

Spencer is at sea on 21-day rotations, which gives him plenty of shore time to work on *Ash Breeze* sponsorships and advertising. He said, "While I am not always accessible by phone feel free to email me anytime." His email address is spencer.lawn@tnebc.com

The Ash Breeze is the best advertising value on the waterfront. Where else can full page, full color ad be purchased for less than \$125? The journal reaches thousands of members and their



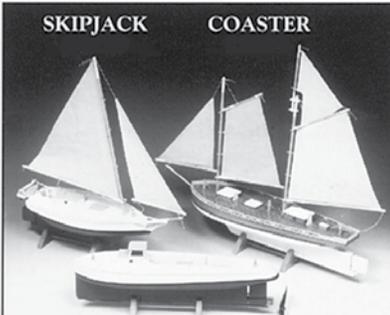
Spencer Lawn

families with stories and information that matters to enthusiasts of classic small boats.

**SEAWORTHY
SMALL SHIPS**

WOODEN POND MODEL KITS

SKIPJACK	COASTER
----------	---------



DRAKETAILED

MODELS THAT REALLY SAIL
RUBBER BAND & SAIL POWERED KITS

**Seaworthy Small Ships
Dept A, PO Box 2863
Prince Frederick, MD 20678
800-533-9030
seaworthysmallships.com
Catalog Available \$1.00**



Small Reach Regatta

continued from page 3

of Maine so special? The scenery is beautiful and the fact that other than the occasional lobster boat, there are no other boats out on the bay. On Saturday, my brother Billy and I were sailing back from Pond Island, reaching along in a fresh, twelve-knot breeze under sunny skies when we came across a small power boat—it was to be the only pleasure boat we saw the entire day. As someone who typically sails in Boston Harbor, it's hard to fathom being out in a boat on a Saturday afternoon in July and not see hundreds of other boats along with *Codzilla* and numerous harbor ferries. It was like going to small sail boat heaven.

Returning to the campground in the late afternoon, we would shower and get ready for one of the delicious dinners cooked alongside the big white tent. The highlight was Saturday night's lobster bake with steamers, mussels, corn on the cob, and lobster.

It was a memorable mid-summer adventure, filled with beautiful boats, great sailing, sunny skies, lots of old friends, along with some new ones.



Captions

Below: Grigg Mullen, Captain of the Miss Sue

Right: Just a plain and simple beautiful fleet photo.

Page 20

Left Top: Miss Sue (a Chesapeake Draketail launch) was trailered 900 miles to participate as a safety boat for the regatta.

Left Bottom: The Saturday evening sailor food festival dinner is always colorful.

Right Top: A fleet of over 60 boats sailing in Eggemoggin Reach.

Right Middle: David Wyman, on the radio, has taken care of on-the-water operations, safety, and logistics for the past 12 years. Working with Tom Jackson, they inspect all of the boats, set the course and the lunch island for each day.

The SSR is not a race, it's a cruise!

Right Bottom: Richard Honan (author) looking right at home in the daily dinner line. Most participants signed up for the 5-day meal ticket.



WHITE WOOD CRAFT
 Cedar Canvas Canoes - Solid Hardwood Paddles
www.whitewoodcraftmaine.com
whitewoodcraft@yahoo.com (781) 910-8851

Heritage Coast Sailing and Rowing
 Promoting Community Boat Building, Sailing and Rowing on the Heritage Coast of Michigan
 989-460-2642 • www.heritage-23.org
Come sail and row on beautiful Tawas Bay

UNSCREW-UMS™ broken-screw extractors

Remove broken screws and other fasteners. Hollow tool uses the stub as a guide.

T&L TOOLS
 Phone: 860-464-9485
 Cell: 860-460-2212
www.tltools.com



DUCKWORKS BOAT BUILDER'S SUPPLY



- Sail Making—palms, needles, thread, hardware, tools & sailcloth - custom sails made
- Tools and Supplies—scarfing sleds, composite fasteners, 4 types of fids, much more
- Plans—hundreds of plans available from dozens of popular designers
- Rigging—large selection of line and hardware for both hi-tech and traditional boats

www.duckworksbbs.com



Oarsman Marine Tallow Products

Swanson Boat Company

"Why settle for second best?"

Specializing in products and services for the traditional oarsman. Our goal is to enhance your rowing experience. Give us a call or e-mail.

Rodger C. Swanson, Proprietor



Our "custom fit" approach includes plans, design/build, oars, hardware and accessories tailored as a unified package to best suit your needs.

(860) 299-6502 E-mail: rodgerswanson412@comcast.net
www.oarsmanmarinetallow.com
 420 Broad Street, Windsor, CT 06095



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

All sizes shipped anywhere



EXQUISITE BOAT LUMBER

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

Specializing in Small-Craft Sails



www.dabblersails.com
dabblersails@gmail.com
 Ph/fax 804-580-8723
 PO Box 235, Wicomico Church, VA 22579

Stuart K. Hopkins, Sole Prop.

The Smaller the Boat The Bigger the Adventure



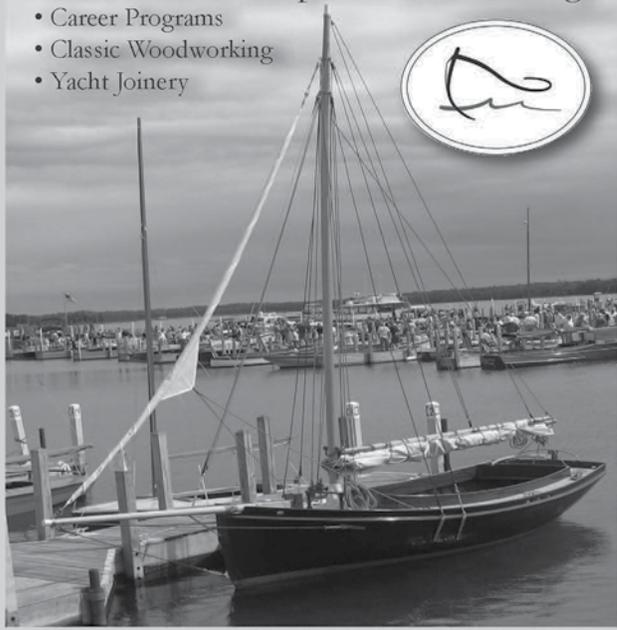

Small Craft Advisor magazine focuses exclusively on small boats and sailing. Don't miss the next issue!

One-Year (6 issues) Subscription \$29.95 U.S.

800-979-1930 or www.SmallCraftAdvisor.com
 PO Box 1343, Port Townsend, WA 98368

Traditional & Composite Boat Building

- Career Programs
- Classic Woodworking
- Yacht Joinery

19-ft. Cutter - Paul Gartside design - built by the Classes of 2011 and 2012

GREAT LAKES BOAT BUILDING SCHOOL
 Les Cheneaux Islands, Michigan
 906.484.1081 www.glbbs.org



J. D. ENGLAND
Co.

ATLANTIC WHITE CEDAR

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

**MICHIGAN
 MARITIME
 MUSEUM**

260 Dyckman Avenue
 South Haven, MI 49090

269.637.8078

800.747.3810

michiganmaritimemuseum.org



MACKINAW WATERCRAFT, LLC



Strip-built Canoes, Kayaks, Rowing Boats, Paddles and Strip-built Boat Building Lessons
 Grand Ledge, Michigan

Allen@MackinawWatercraft.com 517-449-6458 www.MackinawWatercraft.com

drathmarine

<http://drathmarine.com>

1557 Cattle Point Road
 Friday Harbor, WA 98250

Mole got it right...



EMERALD
 Marine Carpentry

J.A. STEWART
 OWNER & SHIPWRIGHT



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

D. N Hylan
 &
 ASSOCIATES
BOATBUILDERS
 YACHT DESIGN, CONSTRUCTION
 &
 RESTORATION

**LITTLE
 CRAB**

13' rowing & sailing
 skiff for plywood
 construction.



- Designs for power, sail, oars, and electric drive
- Custom designs for amateur or professional builders

D. N. Hylan & Associates

53 Benjamin River Drive

Brooklin, ME 04616

207-359-9807

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

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

**SMITHSONIAN BOAT AND
 SMALL CRAFT PLANS**



The Smithsonian has hundreds of boat and small craft plans from the publications of Howard I. Chapelle; the 1937 Historic American Merchant Marine Survey; Harry V. Sucher's *Simplified Boatbuilding* volumes, and many others.

The 2014 edition of our 253-page catalog of boat & ship plans, the *Ship Plans List*, is available for \$20.00. For information, search "boat plans" on the Smithsonian web site <americanhistory.si.edu>.





ED CUTTS
Designer, Boatbuilder, and "Cabin Maker"
Revisited

One of the last classic designers

"I still wish I had met Ed Cutts during his life. This wonderful biography makes me feel as if I had. He was a remarkable man... VERY highly recommended."
Tidewater Times Magazine

"An extensively researched and thorough biography..." *WoodenBoat*

"I am really enjoying this well written tribute."
The Ash Breeze

At Bookstores, \$19.95
www.leewardpublications.com





PINE ISLAND CAMP

Founded in 1902, Pine Island is a boys' camp that focuses on worthwhile outdoor activities. We have 13 wooden boats in use daily. No electricity on our island in Belgrade Lakes, Maine.

Contact Ben Swan: benswan@pineisland.org
www.pineisland.org

Cape May Maritime Museum and Education Center, Inc
1876 US Life Saving Station

Boat Building and Restoration www.capemaymaritimemuseum.org



T-Shirts, Sweatshirts, Tote Bags and more; featuring Ratty's beloved quotation and one of the original illustrations from **The Wind in the Willows**.

Join us in expressing Ratty's sentiment to the world!
For more information...

There is nothing—absolutely nothing—
half so much worth doing



as simply messing about in boats.

The Design Works
9101 Eton Road, Silver Spring MD 20901
301-589-9391
www.messingabout.com

Modern High-performance Open Water Rowing Craft



Middle Path Boats
Andre de Bardelaben - Designer

P.O. Box 314 Edinburg, PA 16116 www.by-the-sea.com/middlepathboats 724-652-4448

Bayside Marine Design
Small Craft Design and Engineering Services



Edward A Scott
Marine Designer/Engineer
Small craft naval architecture and marine electrical system design for wood and fiberglass marine vessels

440 BUCK DRIVE GEORGETOWN, SC 29440
www.baysidemarinedesign.com Tel#: 843-485-8734
ed@baysidemarinedesign.com

Michael Jones
St Petersburg Florida

Joinery for yachts
Small craft design/build



727.560.5782
jonesboatworks.com



The Barnacle Historic State Park
Coconut Grove, Florida
John Palenchar, john@palenchar.net

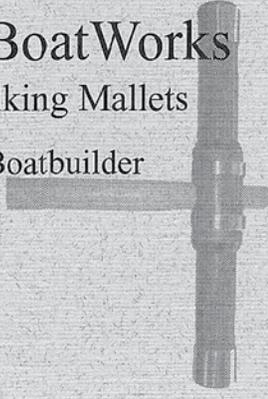


BaggyWrinkle BoatWorks

Black Mesquite Caulking Mallets

Stephen Kessler - Boatbuilder

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



CANOE SAILOR

Chuck Sutherland & Marilyn Vogel
2210 Finland Rd, Green Lane, PA 18054
canusailor@yahoo.com
canusail.org



Thad Danielson Boats

Thad Danielson, builder, designer, consultant
42 French Rd
Cummington, MA 01026
thaddanielson@comcast.net
413-634-5339
www.thandanielsonboats.com

Adventures Every Day!



Explore four acres of exhibits: shipwrecks, archeology, antique boats, blacksmith shop, on water adventures, courses, workshops and more!



Lake Champlain
MARITIME MUSEUM

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



OFF CENTER HARBOR . COM

A growing collection of high quality videos and blogs that bring you inside the world of traditional boats.

Visit the following website for a 10% discount on membership:
www.OffCenterHarbor.com/TSCA

Lobster Boat Styles
A Specialty

MARINE
Woodworking

JOHN M. KARBOTT
CUSTOM WOODEN
BOAT BUILDING
&
REPAIR

789 Rocky Hill Road
Plymouth, MA 02360

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



Flat Hammock Press
5 Church Street
Mystic, CT 06355
860.572.2722
fax 860.572.2755
www.flathammockpress.com

Stephen Jones, Publisher
steve@flathammockpress.com



The APPRENTICESHOP

est. 1972

A School for Traditional Boatbuilding and Seamanship

Experiential education programs in traditional wooden boat building and sailing.

Two Year Apprenticeships

Twelve Week Internships

One week, Evening & Weekend Workshops

Adult & Youth Sailing Lessons

www.apprenticeshop.org



ROB BARKER

Wooden Boat Building
and Repair

615 MOYERS LANE
EASTON, PA 18042

YOURBOART.COM

CUSTOM MARINE ILLUSTRATION

Special
Note Cards
\$5.00
US ppd

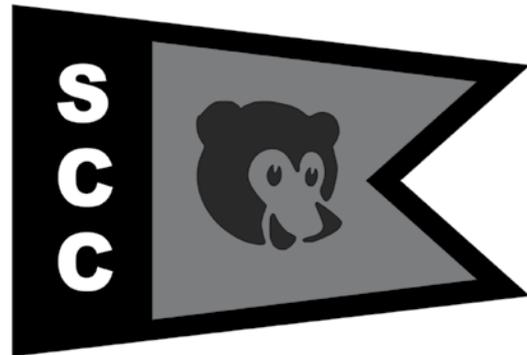


ahoy@YourBoatArt.com

8 cards (5.5 x 4.25") blank inside + 8 envelopes
Full color renderings of traditional Florida boats, the
Pompano, Egret, Sprits¹ and Cedar Key Sharpies

Color Portrait of Your Boat, Type or Class

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



SEBAGO CANOE CLUB
Brooklyn, NY
www.sebagocanoeclub.org

messing about in BOATS

Monthly we arrive in your mail with interesting articles from our readers about dreaming of, designing, building or restoring, sailing, rowing, paddling and adventuring in small boats. Plus readers' letters, Bolger on Design, featured columnists, advertising from boatbuilders, restorers, and suppliers of plans and material for small boating, and free subscriber classified ads.

60 Pages — 12 Issues/Year

\$8 Trial Subscription (3 Issues)

\$32 Subscription (12 Issues)

SEND FOR FREE SAMPLE COPY

Messing About in Boats

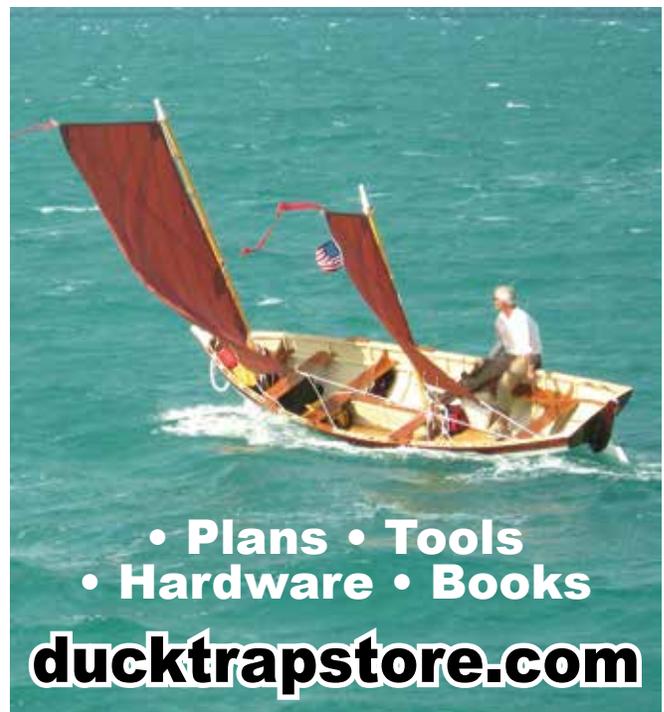
29 Burley St., Wenham, MA 01984

www.messingaboutinboats.com

Bob Hicks, Editor & Publisher



**Everything you've come
to expect from
Duck Trap and more.**



• Plans • Tools
• Hardware • Books

ducktrapstore.com



TSCA MEMBERSHIP FORM – Join and Renew Online at www.tsca.net

- | | | |
|--|--|---|
| <input type="checkbox"/> New Membership | <input type="checkbox"/> Membership Renewal/Upgrade | <input type="checkbox"/> Change of Address |
| <input type="checkbox"/> Individual/Family, USA: \$20 annually | <input type="checkbox"/> Sponsor: \$50 annually | <input type="checkbox"/> Sponsor with ad: \$60 annually |
| <input type="checkbox"/> Individual/Family, Outside USA: \$30 | <input type="checkbox"/> Patron: \$100 annually | <input type="checkbox"/> Corporate Sponsor with ad: see below |

Enclosed is my check for \$ _____ made payable to TSCA.

Chapter member? Yes No Which Chapter? _____

Name _____

Address _____

City _____ State/Prov. _____ Zip/Postal Code _____ Country _____

E-mail _____

Photocopy and mail to: Secretary, Traditional Small Craft Association, Inc., PO Box 350, Mystic, CT 06355. Or go online to tsca.net/member_join.html

Note: Individual and Family Memberships qualify for one vote and one copy of each TSCA mailing.

Family Memberships qualify all members of the immediate family to participate in all other TSCA activities.

The Ash Breeze

Winter 2017, Volume 38 Number 4

Editorial Deadline: November 1, 2017

Articles: *The Ash Breeze* is a member-supported publication; members are welcome to contribute. *We strongly encourage you to send material electronically.* Send text in an e-mail message, or as an MS Word attachment. Send photos as e-mail attachments, in TIFF or JPG formats, as large and/or as high-resolution as possible. Please give captions naming people, places, and to whom photo credit should be given. You may also submit photographic prints, clean line drawings or *typewritten* material by U.S. Mail. **Please contact us IN ADVANCE if you must submit handwritten text, or material in another word processing or image format.**

E-mail to: andy@marinermmedia.com.

The editors reserve the right to refuse publication of any material deemed not to be in the best interest of the TSCA.

Advertising Rates: For insertion in four consecutive issues of *The Ash Breeze* –

- Sponsor, with 1/8 page ad\$60
- Corporate Sponsor: 1/4 page \$125
- Corporate Sponsor: 1/2 page\$250
- Corporate Sponsor: full page\$350

Full Color Ads:

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

Members' Exchange:

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

TSCA Wares

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

Volume	Year	Issue
Newsletter	1975–1977	1,2,3,4
1	1978	1,2,3,4
2	1979	1
3	1979–1981	1–9
4–5	1982–1983	1,2,3,4
6	1984	1,2,4
7–19	1985–1997	1,2,3,4
20	1998–1999	1,2,3
21	1999–2000	1,2,3,4
22	2001	1,2,3
23	2002	1,2,3
24–31	2003–2010	1,2,3,4
32	2011	1,2,3

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

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

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

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

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

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

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

Time to renew?

Help us save time and postage by updating your membership *before* we send you a renewal request. Cut out or photocopy the membership form **at the top of this page**, complete it and return it with your renewal payment to the Secretary, PO Box 350, Mystic, CT 06355. Or, you may send the **address portion of the back cover** with your payment.



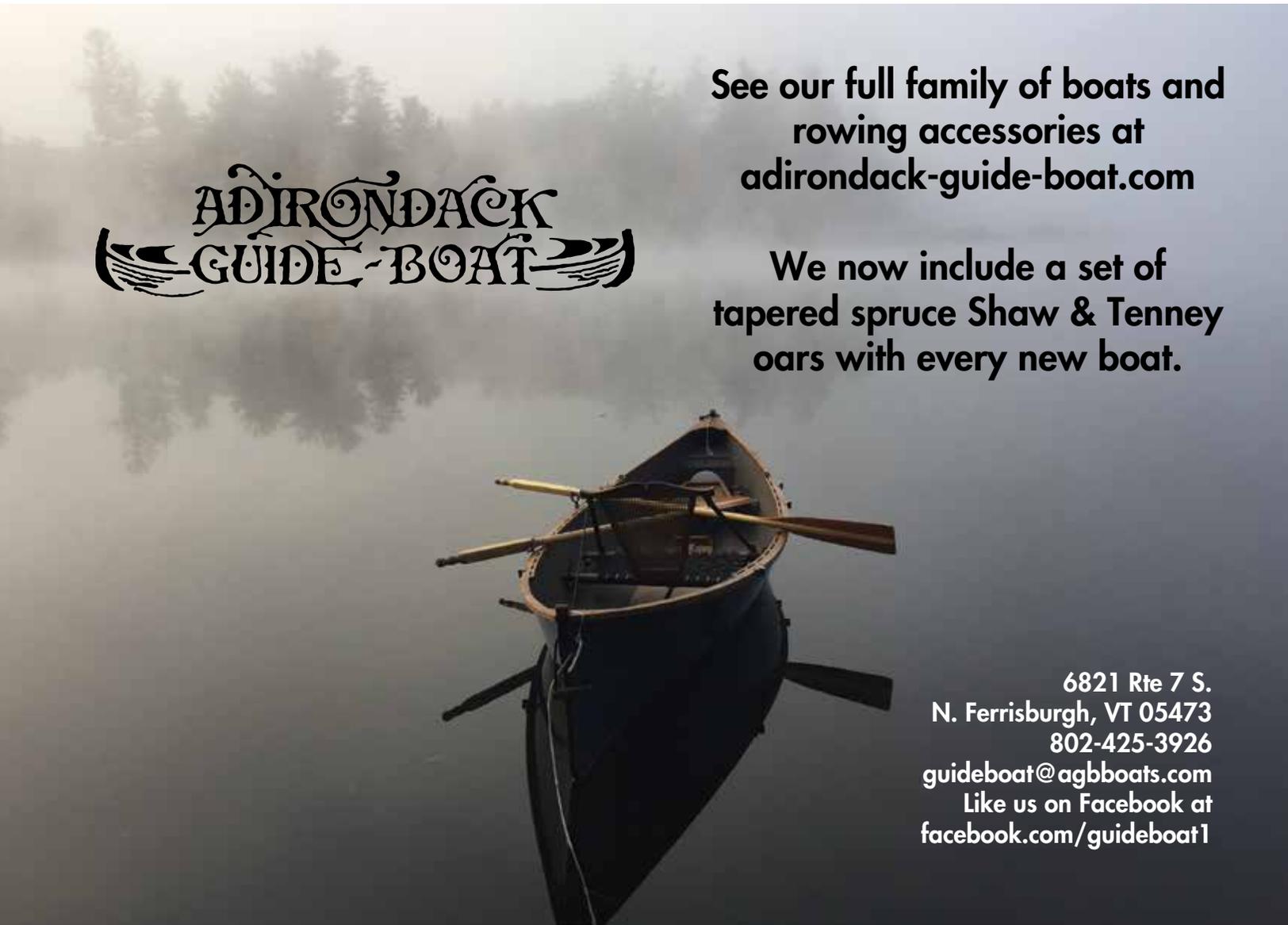


The Traditional
Small Craft
Association, Inc.
P.O. Box 350
Mystic CT 06355

CHANGE SERVICE REQUESTED



Join our “Traditional Small Craft Association” Facebook group!



ADIRONDACK
GUIDE BOAT

See our full family of boats and
rowing accessories at
adirondack-guide-boat.com

We now include a set of
tapered spruce Shaw & Tenney
oars with every new boat.

6821 Rte 7 S.
N. Ferrisburgh, VT 05473
802-425-3926
guideboat@agbboats.com
Like us on Facebook at
facebook.com/guideboat1