

The Ash Breeze

Journal of the Traditional Small Craft Association

Building a Scarf Press

IN THIS ISSUE

Comparing Kayak Paddles

New Council Nominees

Upcoming Summer Events



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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

Steve Brookman



Ah, it must be summer because this column is for the summer issue. (Brilliant deduction!) By the time you're reading this issue, I'm sure most of you, even us Downeasters, have been on the water. But as I'm writing this in early April, launch day is still an eagerly awaited event. A few days ago, spring dumped another few inches of snow on us and we've yet to see 50 degrees, which is not conducive for boating or even boat maintenance. So, we wait.

If you live in northern latitudes, you best find the time when not boating to be useful, as there can be a lot of that. Some of the ploys I use to while away the long winters are to plan for the upcoming boating season—what boat shows and messabouts to attend, what parts of the coast to explore, maybe even start lofting that boat whose dog-eared plans have been laying around for years.

Speaking of boat shows, I'm excited to announce that we (we being the TSCA) are helping to organize a new fall boat show in Portland, Maine. You can read about the Maine Small Craft Celebration in this issue.

One of the joys of attending boat shows this year as your president is that I got to meet many TSCA members, some from the organization's early years. The comment I heard often is how much *The Ash Breeze* has improved. I'd like to thank our editor, Andy Wolfe, and his crew at Mariner Media, for making those improvements. *The Ash Breeze* is your magazine, contribute to it. Be an author, write an article about your boat, your chapter, your last great boating adventure or near disaster. (Those are good to learn from, especially if they're scary!)

Also, *The Ash Breeze* needs an ad manager as our current one is in the Merchant Marine and his ship has downgraded WiFi rendering him incommunicado for long periods of time. If you would like to help, please contact our editor, Andy Wolfe. The pay is nil, but, ah, the glory!

I would like to thank everyone who voted for the amendment to change our bylaws increasing our basic annual dues from \$20 to \$25. We hadn't changed the dues since well before my time, at least a decade. At \$25 a year, it is still a bargain. This modest increase will help keep our organization fiscally stable.

Another way that we keep our organization stable and healthy is to rotate directors on to the governing council. Council members serve a three-year term starting on June 30th. We have three seats to fill each year. Please consider helping your organization by volunteering. The workload is light, consisting mostly of voting via email on various issues. But you can use the position as a good reason to attend more boat shows and other boating events. Once again, no pay, just the glory of the job.

Our organization continues to grow. We have a new chapter on the Gulf Coast, the Bushcraft Canoeist Chapter, covering Louisiana, Mississippi, and

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Comparing Kayak Paddles with CBMM



by Bethany Ziegler

With warmer weather finally here, eyes and minds are turning toward finding ways to get out on the water, and for those with a love of small craft, there's little better than sitting in a kayak on a sunny day.

Kayaking can serve so many purposes—exercise, exploration, and even just fun—but it can be confusing trying to make sure you've got the right tool for the job. There's not a ton of equipment required, just a boat and a paddle, but even still, choosing the right option for you can be tough, particularly in regard to paddle varieties.

Euro Paddle

Those trying out kayaking for the first time are most likely to end up learning with a traditional European paddle—one with a consistent loom (or shaft) that tapers to the very ends and has blades shaped like large spoons or teardrops. These paddles are the most common on the water (and cheapest in stores) and can be made out of just about anything from titanium to basic plastic.

According to CBMM (Chesapeake Bay Maritime Museum) Shipyard Program Manager Jenn Kuhn, Euro paddles are not only the most widely available, they're also the most widely recognizable. For many kayakers, the Euro paddle is the only type they even know about.

"Most people are going to learn on a European paddle unless they're coming to a workshop or they're sort of dialed into it," Kuhn said. "If you rent a kayak somewhere, that's what they're going to give you."



Greenland Paddle

For CBMM President and lifelong kayaker Kristen Greenaway, nothing beats the Greenland paddle for kayaking. Based on an Inuit design that's thousands of years old, Greenland paddles are sleek and narrow, with a blade usually less than four inches wide that tapers to its loom.

Greenaway has used a Greenland paddle for more than a decade as a frequent participant in the annual WaterTribe Everglades Challenge, a 300-mile, day/night small craft paddle from Tampa to the Florida Keys.

"What I love is that you can get such a high cadence going—you can really move that boat," Greenaway says. "And

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Top: A student from the Chesapeake Bay Maritime Museum's Rising Tide Program uses a traditional European paddle while out on the Miles River in St. Michaels, MD.

Right: Chesapeake Bay Maritime Museum President Kristen Greenaway uses her preferred Greenland paddle during a kayak race at the Mid-Atlantic Small Craft Festival.



Build Your Own Plywood Scarf Press

Story and photos by Edward T. Neal

Many boat designs require long lengths of marine plywood. The common solution is to join panels together with a scarf joint glued with epoxy. There are many ways to secure the joint as the epoxy sets up.

Having tried some of these methods and experienced their downsides, I wanted a better solution that could produce tight, even joints requiring minimal clean-up.

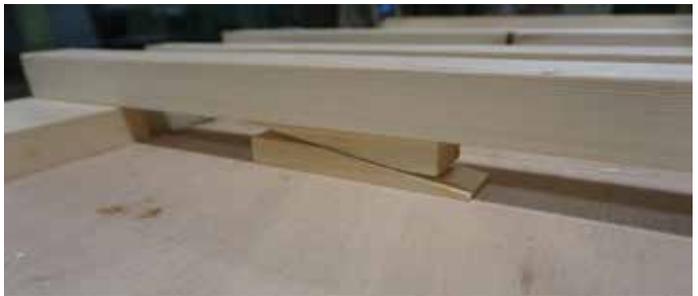


Here is my solution that I call the Wedge Press since it uses wooden wedges to secure the plywood. The press can be used horizontally or vertically. It is symmetrical front to back and left to right. It can be used for 1/4" to 3/4" plywood.



Here's how to use it. A plywood panel is inserted from one side, so the scarf is centered under the press's center brace.

Wooden wedges are driven between the panel and the top runner to lock the panel in place along the bottom runner.



A few wedges are then driven under the outboard front brace to push it against the back brace to level the panel flat.

Epoxy is applied to the scarf faces on both panels. The second panel is inserted and aligned with the first panel to create the scarf joint. Once positioned, the second panel is wedged against the runner and additional wedges driven under the outboard brace to level the panel flat.

Wedges are then driven under the center brace to compress the scarf joint. Use multiple wedges to compress the entire length of the joint. Additional wedges can be driven under the inboard braces to the left and right of the center brace if additional joint control or leveling is necessary.

Since both the top face and the underside of the scarf joint are fully exposed, it is easy to see if the panels are properly aligned. It is also easy to clean up the squeezed out epoxy.



Building the Press

To build the press rip the straightest 2" x 10" x 12' you can find into 5-1/2" x 1-1/2" x 12'. Cut these down to make the ten 57" braces. Cut the remainder of the 2" x 10" to make the bottom runner 5" x 72" and the top runner 3" x 48". Cut a 1" deep notch 10" long in the center of bottom runner. The notch keeps the end of the scarf joint off the runner so the panels can't be glued to the press.

Assemble using 2 1/2" wood screws. The opening between the top and bottom runner should be 49". The center braces are mounted in the middle of the top and bottom runners.

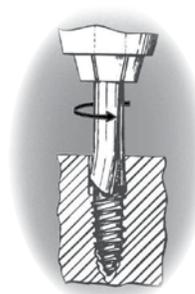
The left and right inboard braces can be positioned for the size of scarf you are making. I had set my press to glue 1/4" plywood with a 3" scarf. Position the braces so they are at least 1" beyond the exposed edge of the scarf on each side. This will give you enough room to easily clean up the squeezed-out epoxy.

The press can be used in the vertical position with the addition of jack legs to hold it upright. Support the outer ends of the panels that extend beyond the bottom runner by clamping a 1" x 2" leg to the panel.

The Wedge Press improved the quality of my scarfs and raised my game for producing neat, continuously even joints.



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- ★ **Mid-Atlantic Small Craft Festival**
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- ★ **OysterFest and Edna Lockwood Relaunch**
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New Whaleboat Joins TSCA Lost Coast Chapter Fleet

by Joanna Long

Spring is here in Fort Bragg, on the north coast of California. The morning fog rolls out early and we are enjoying bright, sunny days on our Noyo River with our whaleboat, the *Helen Dee*.

The brand-new whaleboat was built by Ejler Hjorth-Westh, a Dane, a member of our Lost Coast chapter of Traditional Small Craft Association (TSCA), and a local instructor who teaches at the Krenov School of Woodworking in Fort Bragg.

Dusty Dillion, our president during the past two years, had a vision for the rowers of our whaleboat, *Helen Dee*. Her crews have been frequently exploring the ocean, but Dusty worried because our *Helen Dee* had been renovated extensively over the years. He wanted her rowers to be able to accomplish long-distance coastal excursions on a new whaleboat, specifically built for safety in the ocean, designed after the Coast Guard Monomoy rescue boats that were rowed by crews of oarsmen back in the day. During the past two years, Dusty accumulated the funds for accomplishing his vision. The funds consisted entirely of donations. Dusty commissioned Ejler and his hand-picked crew of extremely talented woodworkers to build the boat for us, and the task was accomplished in exactly one month. She is absolutely beautiful, lapstrake marine mahogany, and the craftsmanship is outstanding.

Dusty passed away last November, just after christening the new Monomoy the *COASTAL CHALLENGE* and taking the sweep oar for her maiden voyage down the Noyo River. He was very proud of his accomplishment. What an incredible gift, so typical of his generous nature. He provided us with a list of mandates. One is to take "the *Challenge*" to San Francisco and row her with the Bay Area Whaleboat Rowing Association (BAWRA) crews, and another is to use her specifically for educating our local children with our Rising Tide program.

Rising Tide, an offshoot of the Lost Coast TSCA, is dedicated to teaching our children everything there is to know

Above: Coastal Challenge side. *Below:* Coastal Challenge top.



about boats—building and rowing them, water safety, marine science, navigation, etc. Our goal is to lead children toward future study at a maritime or naval academy. Rising Tide has partnered with the Mendocino Coast Recreation and Parks District, led by Director Natalie Cottrell, who runs the "Just for Kids" program at the C.V. Starr Recreation Center in Fort Bragg. Events and activities are in the planning stages for the upcoming 2018 boating season.

Pres. Messages

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Alabama. Currently, there are organizers active in the NH/VT area, Minneapolis, and Wisconsin. No chapters near you? No worries, all it takes is five interested boaters that are national TSCA members to start one. We'll provide you with a template for your bylaws and you'll be on your way.

That's it for this issue, I hope you're enjoying some summer boating. I hope to be on the water soon.

Below Top: Coastal Challenge and Helen Dee on Noyo River.

Below Bottom: Ejler Hjorth-Westh and build crew.



Maine Small Craft Celebration

A new event to share the joy of small boats

by Steve Brookman

Late September along the coast of Maine is a special time of the year. The sun casts elongated shadows, while the air draws crisp and trees give a hint of the color spectacular to come. Time spent on the water is cherished as we know the seasons, they are a-changin'. This fall will really be special as the Maine Small Craft Celebration (MSCC) will be held over the autumnal equinox at the Portland Yacht Services (PYS) newest facility located at 100 West Commercial Street in Portland.

The MSCC is the brainchild of Phin Sprague, owner of PYS. I met him when he stopped by the Downeast TSCA booth at the Maine Boats, Home and Harbors Show in Rockland, Maine, last August. He was meandering through the grounds expounding his vision of a fall boat show featuring small boats. When I heard his spiel, I was interested as it seemed like it a good match for the TSCA. But should a kicked back chapter get involved with putting on boat show? We sail and row boats and are not much on organizational details, but here was a man with a background of putting on boat shows for over 30 years with the venue and financial wherewithal to

support it. I thought that with our TSCA knowledge and love of small boats this might be a good fit, if somewhat out of our norms. Plus, I had retired to Maine for the boating and saw this as messingabout in small boats on steroids!

Phin had also stopped by Clint Chase's Chase Small Craft booth, as I'm sure many others. Clint, who is also a board member of our Downeast TSCA chapter, was intrigued by the thought of a fall small boat show. So, the three of us, Phin, Clint, and I, met several times over the ensuing months, walked the PYS site, threw ideas and concepts around over lunches until we felt confident enough to go public with our planning at the Maine Boat Boatbuilders show in March. We printed handouts, posted a few banners, and held our breath.

It seems we've got a winner as the news of the MSCC was met with great enthusiasm. Now we have a boat show to organize and turn into reality! Our aim is to share the joy and appreciation of small boats: how they can be built by anyone, enjoyed safely on the water, and used to attract the next generation to Maine's waters, our boating traditions, and the maritime professions. We want it to be fun, inexpensive, and enduring.

So be sure to mark your calendar. While this celebration may mark the end of the boating season, it is in reality the start of the next boat planning and dreaming season! If you would like to participate or would like more information visit our website: SmallCraftCelebration.com



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The Dues increase was voted by the membership to be effective July 1, 2018. Renewals prior to July 1 will be \$20. After July 1 it will be \$25.

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TSCA.net/Join



Michigan's Pine Lake Chapter Looks Back As It Announces September 2018 Messabout

by Sandy Bryson, Secretary, Pine Lake TSCA

For over 10 years, the Pine Lake TSCA Chapter has hosted an annual messabout at the Lansing Sailing Club on Lake Lansing in Haslett, Michigan. Pine Lake is the original name of the lake. Our gatherings in recent years have hosted up to 35 attendees and 15–20 member-built, traditional small craft, including the boats and membership from the Michigan Maritime Museum chapter in West Michigan. Fair winds and warm fall days have supported a good day on-the-water and a lot of boat talk.

Pete Mathews' photos from our 2017 messabout feature the range of vessels on display and in use. Opportunity to share experience in different boats is the norm and readily encouraged. For the kids, toy boat building projects are available. We invite representatives from TSCA chapters in our region to join us on September 22, 2018. More information is available from the Pine Lake Chapter Secretary, Sandy Bryson: sbryson@msu.edu, Tel: 517-351-5976.



Pam and Jim Neal and Walt Peebles with friends trying out their recently built canvas-on-frame currachs in the tradition of County Donegal, Ireland: a 16-foot two-place Sheephaven currach and an 8.5-foot Donegal paddling currach.



John Hansen's traditionally fastened Christmas Wherry sailing off the wind.



Dick Dodson sailing Joel White's Pooduck, built by the Pine Lake and Michigan Maritime Museum Chapters



Bill Black at the tiller of his stripper Whitehall with gunter rig.



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."

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Paddles

continued from page 3

in heavy winds, headwinds, the Greenland paddle is so fine on the blade and the loom, you get far less wind resistance hitting against you.”

Wing Paddle

The most specialized (and expensive) of the three, wing paddles are also the least likely option for the average kayaker to use. But if you're in the serious racing mode, Greenaway says a wing paddle is the way to go.

“A wing paddle is the ultimate racer,” Greenaway said of the lightweight option that features a rounded blade and a scooped design, allowing paddlers to move more water with each stroke.

Used most often with racing shells, wings require the kayaker to raise their arms and engage their shoulders more than other types of paddles, which can be tough to sustain for those who haven't trained for it.

So Which Paddle?

Two of the biggest considerations when choosing a kayak paddle are what type of trip you're trying to make and what style of kayaking will work best for your body.

While the wing paddle is the clear choice for trips about speed alone, both Euro and Greenland paddles can be used for recreation and touring. Both are also easier for beginner kayakers to pick up and learn.

As for working with your body, the right type of paddle may depend on how much strain your shoulders can handle. Greenland paddles are especially noted for being less taxing, thus allowing paddlers to keep going for longer periods of time.

“The beauty of a Greenland paddle—as opposed to the other paddles—is that you keep your arms low when you're paddling,” Greenaway says. “With the wing paddle, you've got your arms right up in the air, because you've got to keep swinging. With a Euro, you're kind of in between the two.”

At CBMM in St. Michaels, MD, which offers kayak and small craft rentals in the spring and summer, both Euro and Greenland paddles are available for guests to choose between.

“What it really comes down to is preference for a lot of people,” Kuhn says.

CBMM also offers workshops for guests to learn how to make their own Greenland or Euro paddle. You can see a little bit of everything at the annual Mid-Atlantic Small Craft Festival, scheduled this year for Oct. 6–7. To learn more about any of these ways to get out on the Chesapeake Bay with CBMM, visit cbmm.org.



A stack of paddles sits at the Chesapeake Bay Maritime Museum during 2017's Mid-Atlantic Small Craft Festival.



WaterTribe kayaker Seiche uses a wing paddle on Florida Bay during the Everglades Challenge, a 300-mile, day/night small craft paddle from Tampa, FL, to the Florida Keys.

Photo By Kristen Greenaway



2018 Council Candidates: Vote Online for 3 in June

Carl Weissinger, *Delaware River Chapter*

Carl Weissinger, a TSCA member for about 10 years, is a lifelong builder and sailor. He apprenticed in Annapolis, Maryland, building Chesapeake workboats in the 70s, and has since built a Sam Rabl sloop, a Core Sound 17, two Melonseeds, a sandbagger, and a Bolger dory. Carl has fine woodworking skills and is a consummate seaman. He served as President and Secretary of the Delaware River chapter, bringing enthusiasm and good ideas to the chapter. He is generous and supportive to new members, always willing to share his knowledge and skills.

Chuck Leinweber, *Texas Boatcrafters and Messers*

Chuck is stuck halfway between retirement and work (in the process of selling his business)—and unsure if that makes him busy or not—but it sure feels that way.

He started building and sailing boats about 30 years ago and has built about a boat a year in that time. Chuck started the website Duckworks Magazine in 1999 and it continues to publish daily articles today. It spun off the online chandlery Duckworks Boat Builders Supply a few years later and that soon became a full-time job for him and his wife. Around 2007, Chuck organized the first Texas 200 and ran that event for five years. A board of directors now runs the event and he just shows up to sail for a week. Chuck is taking his 13-year-old grandson for the first time this year.

David Wyman, *Downeast Chapter*

David built his first small boat—a 7' scow with a bed sheet sail—at the age of 10 with his grandfather, which started him on a life with boats. He has worked as a Marine Inspector in the Coast Guard, a professor at Maine Maritime Academy, and a mechanical engineer at a Naval Research Laboratory. Today, he designs and surveys small power and sail vessels.

David attended the first TSCA Small Craft Workshop at Mystic Seaport in the early 1970s and has been involved with TSCA ever since. He is deeply involved with the planning group for Downeast TSCA's annual Small Reach Regatta. David has written a number of articles for *The Ash Breeze*. He regularly rows, sails, and paddles his fleet of small boats and is developing a traditional small craft display and building project at the Wilson Museum in Castine, Maine.

Frank Coletta, *Texas Boatcrafters and Messers*

Frank spent most of his life in Alaska pursuing his boating passion and owning several production power boats that he used on Alaska's lakes, rivers, and coastal waters. He moved to the Tacoma, WA, area in 2000 where he learned to sail and cruised on Puget Sound and San Juan Islands.

In 2004, Frank found the Working Waterfront Museum on the Tacoma waterfront and enrolled in a boatbuilding class; the experience instilled the confidence to build other boats at home. Another career move in 2007 landed him in San Antonio, TX, where he continued to pursue his boat building hobby. He joined the Traditional Small Craft Association in

2007 and formed a chapter in Texas. In 2013 and 2014 he served as President of TSCA.

Frank learned about the Farley Boat Works in 2013 and traveled to Port Aransas to volunteer. When Farley Boat Works manager position opened up, he enthusiastically applied and accepted the job. At Farley Boat Works he's had the pleasure of guiding seventy-five individuals, families, and children through their first boat building experience.

Joseph V. Moniot, *at large*

Joseph earned a B.S. in Biology and a M.S. in Zoology. He retired in West Virginia from the US Fish and Wildlife Service. Joseph is a Veteran of US Army (SP5) and US Navy (LCDR). A passionate boat builder, he has built five boats and one iceboat and restored three boats. He currently has four small boats and is building another (the CLC Northeaster Dory). He has done a lot of sailing and paddling, mainly in Wisconsin. His wife, Donna, is from Maine, and they return there to visit and cruise on a schooner. Joseph also enjoys hunting and fly-fishing, and does some birding, photography, and amateur astronomy. Together, they are active in Trout Unlimited's Trout in the Classroom program.

Michael Jones, *Florida Gulf Coast TSCA*

Michael grew up in Tarpon Springs on the Florida Gulf Coast, where sailing and boatbuilding were part of the fabric of life. He rebuilt a sailboat as a teenager and was on the water more than land and learned navigation skills as a Sea Scout. He graduated from the University of West Florida and built conventionally-framed homes in Pensacola, while living aboard and rebuilding *Halcyon*, a 37' yawl. Michael has 30 plus years as an independent boat carpenter. He serves as President of Florida Gulf Coast TSCA Chapter and is dedicated to the preservation of the boatbuilding and maritime history.

Scott Crow, *Les Cheneaux Chapter*

Scott retired in 2011 as the Lead Structural Engineer at Marinette Marine, builders of ships for the US Navy. After retirement, he built a Pygmy Wineglass Wherry and enjoyed rowing the local rivers in the area. He worked with several others in the community to create the WISHIGAN Team Rowing Club. They built and currently row two CLC team dories and offer free rowing to the community twice a week through the summer. Scott is a member of the Les Cheneaux chapter.

Sam Shogren, *Oregon Coots Chapter*

Originally a Great Lakes sailor from Sturgeon Bay, WI, Sam is a maritime preservation consultant and photographer (MaritimeImages.net) who works with museums, organizations, and communities to preserve and present their maritime heritage.

His current project is the Astoria Ferry Group of Astoria, OR, where he is leading the preservation planning for the

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The NEW Lower Columbia River Chapter

by Allen Bennett

Greetings from the Columbia River, the mighty river of the west, from the folks of the new TSCA Lower Columbia River Chapter.

The Lower Columbia River, in the beautiful Pacific Northwest, stretches over one hundred miles from the Columbia River Gorge to the “Graveyard of the Pacific” at the Columbia River Bar near Cape Disappointment, Washington. The mighty Columbia has been tamed by numerous hydroelectric dams along its path by the time it emerges from the Bonneville Dam to form the beginning of the Lower Columbia River region. This region is characterized by the population centers of Vancouver, Washington, and Portland, Oregon, and several smaller cities along its westward course. Beyond these cities, the Columbia traverses sparsely populated, rural areas rich in history and exploration on its journey to the Pacific Ocean.



The new Lower Columbia Chapter of TSCA is headquartered in the small town of Cathlamet, Washington, at Columbia River Mile 38. Cathlamet and the Lower Columbia region have been centers for fishing, dairy farming, and logging throughout history. The region contains evidence of this along its shores, including old pilings from numerous defunct salmon canneries, former log raft tie-ups, old barns and boat sheds, and building foundations from long-abandoned fishing and logging camps. The river is dotted with many small islands, hidden bays, and sloughs, perfect backwaters for exploration by small human or sail powered craft. Small working watercraft have been the backbone of the historic commerce of the Lower Columbia River region, from sailing salmon gillnetters, pulling boats, small passenger ferries, and other working boats and pleasure craft. The region has given birth to several designs of watercraft, particularly fishing boats, unique to our area.

The Lower Columbia River Chapter of TSCA has its origins in the childhood experiences of its principal founding members—Julius Dalzell and Allen Bennett. Julius grew up working the sea with his father off Grand Manan Island in

the Bay of Fundy in the Province of New Brunswick, Canada. Allen earned his sea legs on Lake Erie, sailing, rowing, and puttering around on small classic craft from the time he was old enough to buy his first boat. The chance meeting of these two over Julius’ beautiful Gig Harbor Whitehall several years ago and their interest in rowing started the journey toward the newest chapter of TSCA. Since September 2017, when our chapter was approved, the Lower Columbia River chapter has grown from 5 charter to 18 members.

The mission of our chapter is partnering with local boat owners, builders, traditional boat enthusiasts, and historical and educational institutions to preserve the history and educate the public about local northwest boats and watercraft. To this end, we have sponsored regularly scheduled rows in traditional craft—whitehalls, dories, and other rowing designs, sailing in small classic design sailboats, and just general messing about

in small boats in our little corner of paradise. We are actively working with the Columbia River Maritime Museum in Astoria, Oregon, to identify volunteer opportunities where our members can assist museum staff with different tasks. We have also taken over sponsorship of the Cathlamet Wooden & Classic Boat Festival, held in Cathlamet, Washington, the first weekend of August each year. The second weekend in August, we will be displaying our small craft at a TSCA display at the Barbey Maritime Center of the Columbia River Maritime Museum in support of the annual Astoria Regatta. Also, in 2018, we will be hosting the annual Solstice Messabout June 23–24 with the Oregon Coots chapter.

Some of our member’s boats include a replica 1908 Columbia River sailing gillnetter, a 1920s vintage Champagne rowing skiff of unknown origin, St. Ayles rowing skiff modified to accept a gaff sail rig, Gloucester light dory rowing boat, Dudley Dix designed Cape Henry 21 cutter, four Whitehall rowing craft of recent vintage, San Francisco Pelican sailboat, small hand-crafted power skiffs, and two small Ranger sailing and rowing dinghies.



Shephard Joins CBMM Crew

by Andy Wolfe

As winter turned to spring, the Chesapeake Bay Maritime Museum in St. Michaels, MD, announced a recent addition to its crew. TSCA past president, Tom Shephard, will be working with the museum's Charity Boat Donations Program, which accepts and sells all manner of craft year-round to support the children and adults served by CBMM's education, curatorial, and boatbuilding programs.

Tom was born and raised in South Jersey and spent his career in maintenance engineering. He is past president of the Delaware River Chapter and long-time volunteer at the Mid-Atlantic Small Craft Festival. Tom attended the WoodenBoat School and has built and restored several wooden boats, which will, no doubt, come in very handy in his new position.

Tom and his wife Sharon, purchased a second home very near the museum a few years ago with an eye on retirement, which primed his desire to re-locate. In addition to his work with TSCA and CBMM, Tom has done volunteer work for the Citizens United to Protect the Maurice River Association, and US Fish and Wildlife Service through the endangered Swamp Pink program.



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Calendar of Events

John Gardner Small Craft Workshop

June 22–24, 2018
Mystic Seaport
Mystic, Connecticut

Bushcraft Canoeist TSCA Rendezvous

June 23–30, 2018
Dauphin Island, Alabama

San Rafael Creek Row

July 15, 2018, 10:00 AM – 5:00 PM
Loch Lomond Marina
110 Loch Lomond Drive
San Rafael, CA 94901

Small Reach Regatta

July 25–29, 2018
Brooklin, Maine

Merry Mac Regatta

July 28, 2018, 10:00 AM – 5:30 PM
Dover, NH

Oakland Farmer's Market Row

August 12, 2018, 10:00 AM – 3:00 PM
Grand Street Launching Facility
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WISHIGAN International River Regatta

August 17–18
Stephenson Island at Nestegg Marine
Marinette, Wisconsin

Antique and Classic Boat Festival

August 25–26
Brewer & Hawthorne Cove Marina
Salem, MA

Maine Small Craft Celebration

September 22–23, 2018
Portland, ME

Marshal Beach Row & Sail

September 28–30, 2018
Miller Boat Launch, Tomales Bay, California, 23240 CA-1
Marshall, CA 94940

Wellfleet Rowing Rendezvous

September 29, 2018, 12:00 PM – 4:00 PM
Mayo Beach, Wellfleet, MA 02667

Wharf Rats Row & Sail

October 6, 2018
8:00 AM – 5:00 PM
Point San Pablo Yacht Club
700 W Cutting Blvd.
Richmond, CA 94804

Mid-Atlantic Small Craft Festival

Oct. 6–7, 2018
St. Michaels, MD

Delta Meadows Row

October 26–28, 2018
Wimpy's Marina
14001 W Walnut Grove Road
Walnut Grove, CA 95690

Wet Turkey Row & Sail

November 24, 2018
10:00 AM – 5:00 PM
Miller Boat Launch
Tomales Bay, California, 23240 CA-1
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Visit tsca.net to stay current on TSCA events and happenings



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36th Annual Antique and Classic Boat Festival

by Andy Wolfe

Do you ever long for the good ol' days? Wish boats were as pretty as they used to be? Well August 25–26 could be your lucky days! The Antique and Classic Boat Festival will be held at the Brewer Hawthorne Cove Marina, Salem, MA.

This festival is regarded as laid-back and family friendly with really good food. Both Mystic Seaport and *Yankee Magazine* have given great praise to this classic boat festival. The event admission is \$5 and children under 12 are free. The event is

open Saturday 11–5 and Sunday 11–3. Kids get to make their own “wee” boat, and everyone gets to board the classics.

The range of classic small boats and yachts run from drop-dead gorgeous to works in progress, and include sail, powered, and hand powered boats in the water and on land. Classes include Antique (pre-1946) Classic (1975 and before), reproduction and contemporary wooden boats built in the tradition of the grand old classics. You can learn more at boatfestival.org



Council

continued from page 12

94-year-old *TOURIST* #2, the last remaining wooden car ferry in the Columbia River basin. Sam resides in Beaverton, OR, and is a former board member of the Museum Small Craft Association, and previously worked as Curator for the Penobscot Marine Museum, Searsport, ME, as the Executive Director of the Working Waterfront Museum in Tacoma, WA, and on the Maine Governor's Taskforce for Heritage and Cultural Tourism.

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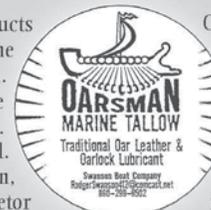
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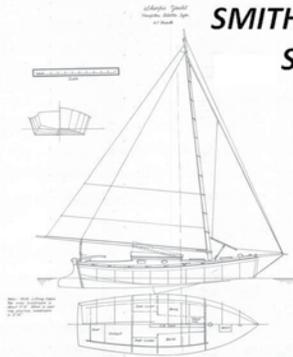
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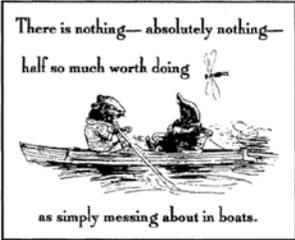
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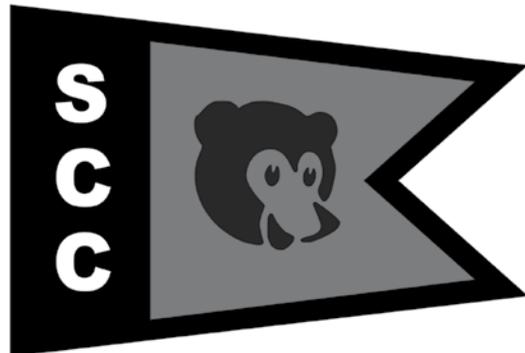
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The Ash Breeze

Fall 2018 Volume 39 Number 3

Editorial Deadline: August 1, 2018

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Sea Bag: high quality 600d poly-canvas, 11 inch (diameter) and 20 inches tall. It features a drop-bottom zippered pocket, an adjustable webbed sling carrying strap with single carry handle, and a roomy open main compartment with drawstring rope and webbed clip closure. \$29.95

2018 Calendar: 8-1/2" by 11" (opens to 11" by 17") wall calendar. Now \$13!

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