

# *The* Ash Breeze

Journal of the Traditional Small Craft Association

## DESTINATION TOMALES BAY

### *IN THIS ISSUE*

Small Boats Build  
Big Communities

Oregon Family Focus  
Boat Building

Council Nominations

VOLUME 43, Number 1 • Spring 2022 • \$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 21<sup>st</sup> Street, Buena Vista, VA 24416.

Communications concerning membership or mailings should be addressed to: PO Box 183, West Mystic, CT 06388. [www.tsca.net](http://www.tsca.net)

**Volume 43, Number 1**

**Editor:**

**Andy Wolfe**

[andy@marinermmedia.com](mailto:andy@marinermmedia.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.

©2022 by The Traditional Small Craft Association, Inc.

*TAB Layout Design: Karen Bowen*

*Cover: Lunch break on Plum Island, Maine. Photo by Andy Wolfe.*



# PRESIDENT'S MESSAGE

Greetings, Friends far and wide!

Here in the Pacific Northwest, winter seems to have finally given way to spring, and thoughts and activities are turning from projects to events. Time to extricate the old whitehall from its safe storage and give it a fresh coat of paint before a summer of fun on the water begins.

The National TSCA has been busy with a few projects this winter as well, putting our support behind various events in all corners of the country. The amazing support of all our members gives us the ability to step into support roles previously held by other organizations—roles which have been lost due to a myriad of changes. Member support also helps us garner new sponsorships for previously unsponsored events.

Your contribution as a member of the National TSCA is facilitating getting individuals and families on the water and spreading the joy of Traditional Small Craft to a new generation of boaters.

As things start to look more like normal again (knock on wood), there are many opportunities to get on the water, and the TSCA stands well positioned to support those movements.

And that makes me proud to be a member of the TSCA.

Fair seas!

Ben Sebens

President TSCA





# TOLEDO BOAT SHOW HAS FAMILY FOCUS

*By David Harlan*

Find your way to the Toledo, Oregon, waterfront one fine spring or summer Sunday afternoon and you're likely to find families afloat, for free, thanks to a volunteer-operated effort out of the Port of Toledo's Community Boathouses.

"Money can't buy this kind of stuff," said Joe Novello, one of 47 community volunteers who help run a program that loans out small boats to all-comers Thursday and Sunday afternoons between Memorial Day and Labor Day. "I don't know of any place else that offers free boats for people to get out on the water."

Family and community have been cornerstone themes of the port's annual Wooden Boat Show since its inception in 2005. A boat building demonstration was part of that initial show and soon became a Family Boat Building activity central to the annual event held on the third weekend of August. "It just kind of evolved," said Bud Shoemake, retired port manager and one of the founders of the event.

That focus on family, community, and—of course—boats, is what prompted the Oregon Coots Chapter of the Traditional Small Craft Association (TSCA) to step up and sponsor that same Family Boat Building activity at this year's event, penciled in for Aug. 19–21.

"It's exactly the kind of thing we want to support and encourage," said John Kohnen, president of the Oregon Coots Chapter of the TSCA. "We like to sponsor part of a show, put the TSCA name on a particular activity," he continued, "and we thought the Family Boat Building would be the most appropriate."

Families who sign up begin building their boats on Friday, the first day of the annual three-day show, and launch on Sunday. The Family Boat Building is coordinated out of the port's Community Boathouses, with Novello, a retired high school shop teacher, and his fellow volunteers assisting.

"We have them build a pram, a small utility dingy with a squared-off transom bow," Joe continued, "I'd been a shop teacher for a lot of years, and I had kids building the eight-foot-long Bolger Elegant Punt, which is relatively easy to build in a day or two and can be used as a sailboat, powerboat, or rowboat. We've been building five of these at the boat show every year, and when they're done the families have a functional and easy-to-handle boat to take home with them." The boats are painted when they get home. Each family pays less than the cost of materials for their boats, and there are scholarships available for families without the means to pay.

Getting people on the water is part of what the Oregon Coots and the TSCA are all about, Kohnen said. The Coots themselves got their start over 20 years ago, beginning with a

---

**Top:** Toledo Community Boathouse free public boat livery.





*The cardboard boat races are a crowd favorite at the Boat Show.*

group of boat enthusiasts who met at the Depoe Bay Wooden Boat Show, a small-town event that was an inspiration for the Toledo Boat Show.

“I had been away from boats for quite a while, but 20-odd years ago I got back into small wooden boats through events like the Depoe Bay Wooden Boat Show, where I discovered a bunch of like-minded people,” Kohnen said.

The Coots originally called themselves the Western Oregon Messabouts, with a mantra “that there is nothing—absolutely nothing—half so much worth doing as messing about in boats” (*The Wind and The Willows*). With that as an informal mission statement they would gather for periodic “messabouts” on the lakes, rivers, and bays of Western Oregon.

“We were at Dexter Lake with lots of coots, the bird kind, cooting about with that funny walk of theirs,” Kohnen recalled. “About that same time, we also realized that there were a bunch of gray beards around the fire, so that’s how we came by our new name.”

A bunch of the Coots started the Oregon Coots chapter of the TSCA in 2007 and haven’t looked back, with members participating in wooden boat shows and similar events throughout the western states. The Coots jumped at a chance to help sponsor the Toledo show after the TSCA national council encouraged chapters to sponsor more activities with the Traditional Small Craft Association name on them.

“When we got our proposal to the Board, we got a feeling there was support, but we were pleasantly surprised when they gave us everything we asked for,” Kohnen added. “That modest \$1,500 sponsorship means a lot to a family and community event that runs for free. That’s what’s unique about our show: there’s no admission. We’re just trying to break even,” Shoemake said.

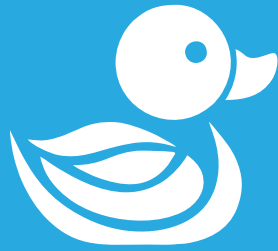
The Port of Toledo constructed the first of its two community boathouses in 2014, with the intent of providing community access to the water and a gathering place at the marina. The Siletz Indian Tribe helped fund construction of both boathouses, and the first is now named the Andrew Linn Boatshop, after a longtime Coot who was a well-known small boat adventurer and the spark plug of the community programs for the first four years.

Among other things, Novello and his fellow volunteers operate community programs out of the two boathouses, including the livery of 37 small craft they have on hand—about half wooden boats that the volunteers maintain—Thursday and Sunday afternoons, from Memorial Day to Labor Day.

“That’s everything from standup paddle boards to canoes, kayaks, and small sailboats,” he said. “We have people who check them in, get them fitted for life jackets and then help them to pick out whatever kind of boat they want,” he continued. “We’ve got a couple of instructors from the



HATCHES  
EPOXY  
GLASS CLOTH  
HARDWARE  
NAV LIGHTS  
CLEATS  
TOOLS  
BOAT PLANS  
BEACH ROLLERS  
ROPE  
PAINT



**DUCKWORKS**  
BOAT BUILDERS SUPPLY  
[WWW.DUCKWORKSBBS.COM](http://WWW.DUCKWORKSBBS.COM)

**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](http://www.tltools.com)

*Models that  
"REALLY SAIL"*

Model boat kits  
for all ages



[SeaworthySmallShips.com](http://SeaworthySmallShips.com)  
[info@seaworthysmallships.com](mailto:info@seaworthysmallships.com)  
(410) 586-2700



Created by a boat builder • Made in the USA



**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](http://www.heritage-23.org)

**Come sail and row on beautiful Tawas Bay**



*Your Chesapeake adventure begins here!*

**CHESAPEAKE BAY MARITIME MUSEUM**

213 N. Talbot St., St. Michaels, MD | 410-745-2916 | [cbmm.org](http://cbmm.org)





*Show exhibitors also have fun using their boats in Depot Slough.*

Oregon Marine Board, including me, kayak instructors, sailing instructors, and so on,” Shoemake said.

The volunteers also operate the *Yaquina Queen*, a renovated German lifeboat, and offer tours of the Toledo waterfront. “It’s just such a fun deal to volunteer down there, dog’s barking and stuff, people just coming down to be near the water and see what’s going on.”

“We don’t take money, I know I catch a lot of guff for that, but we’re in an economically depressed area, and so we wanted the idea to be that you can get on the water for free,” Shoemake continued. “Boats are expensive—for a whole family to get on the water is expensive. We don’t ask for donations because we don’t want families that maybe can’t afford some things to feel that as a barrier. But donations still find their way to the Port for the program, regardless. We probably get more out of providing smiles for people than they do,” he added. “It’s good for everybody.”

Novello acquired his lifelong love of water and watercraft sailing on San Francisco Bay, where he grew up in the 1960s. He joined the Coast Guard at an early age, and after getting the full treatment at Coast Guard Boot Camp he was asked to stay on as a drill instructor at age 17. “That should tell you what an ornery little bugger I was,” Novello said.

Novello took advantage of his 18-month stint yelling at new recruits to get all the small boat handling training he could access, leading to his next assignment at the helm of a 44-foot Coast Guard motor lifeboat running out of Coast

Guard Station Yaquina Bay at Newport, about 12 miles down the Yaquina River from Toledo. The particular 44-footer Novello commanded is now on display in the front window of Astoria’s Columbia River Maritime Museum.

During his time at Station Yaquina Bay, Novello served with Master Chief Thomas McAdams, a Coast Guard legend with many a hair-raising tale of rescues at sea, before beginning his long career as an educator. A few years ago, he was approached by Bud Shoemake in his role as president of the Yaquina Bay Maritime Museum’s Board of Directors. “Actually, he kind of tricked me, if you know Bud,” Novello ruminated. “He came to me and asked, ‘Hey, do you know anyone who can translate Coast Guard lingo and write a book about Chief McAdams that regular people can understand?’ I knew what he was driving at, but I said, ‘No, I don’t.’ A few weeks later, after planting that seed, he was back asking the same question, and I just straight out said, ‘Bud, if you want me to write that book just ask,’ knowing that it had probably sprouted. He did.”

Those kinds of wiles and good strategic planning helped drive the Port of Toledo’s development over the past decade, combining a bustling working waterfront with community green space and amenities.

“I would have never thought that it could be the heart of the town, but by gosh that’s what it’s turned into,” Port Commissioner Rick Graf said. “We have weddings, we have churches, we have reunions and celebrations of life—it seems like every weekend it’s booked for something.”





Depoe Bay, Oregon, is a small town on Highway 101 north of Newport. Multitudes of tourists drive through town on the highway, and some of them stop to watch the surf and spouting horns right next to the road, or shop at the shops. Sometimes a gray whale or two will spend the summer feeding in the bay a biscuit toss from the sidewalk. Few take the road down to the real heart of Depoe Bay: the tiny harbor sheltered behind a wall of solid basalt, with access to the open ocean through a narrow dogleg channel through the rock. “The Hole.”

The origins of the Depoe Bay Wooden Boat Show are lost in the mists of time and fading Coot memories. One of our Coots exhibited a boat at the very first show, but he doesn't recall the year. It could have been in the early 1990s. I first attended the show in 1998, when it was held in the parking lot by the launch ramp and was organized by local boatbuilder Bill Childs and his wife, Sandy. A few years later retired nuclear physicist Jack Brown and his wife, Maggie, took over the reins, moving the boat show to the heart of the waterfront and tying it to the Chamber of Commerce's Crab Feed. Under Jack and Maggie's management the show really took off, with lots of boats and activities, on the water and off. During these years the exhibitors' receptions were quite nice—Jack and Maggie's had a son who was a wine wholesaler! What became the Coots, and then Oregon Coots Chapter of the TSCA, started with people who met at the Depoe Bay Show.

When newly hired Toledo Port Manager Bud Shoemake was manning the Port's booth at the Depoe Bay show he thought that a boat show like that would be a great way to bring people to the sleepy little mill town of Toledo, up the river from the Coast and off the main road. The organizers of the Depoe Bay show provided a lot of help getting the Toledo Wooden Boat Show started, and the success of the show has exceeded all expectations.

Jack and Maggie got old and infirm, and moved back east to be near family. Depoe Bay struggled to find anyone who understood boaters and how to put on an event for them. Starting in 2017 the Coots started taking on an active role in organizing and putting on the event, and it started coming back to life. But then came the Covid, and with the cancellation of this year's Wooden Boat Show & Crab Feed it will be three years in a row with no event. The Port of Toledo and the Coots will be having an event in Toledo for Depoe Bay Exhibitors the weekend after Easter, when the Depoe Bay show was going to be held, to try to keep some momentum and enthusiasm, and pay Depoe Bay back for some of the help they gave the Toledo show.

—John Kohnen



# SMALL BOATS BUILD BIG COMMUNITIES: THE WHITE DORY AND NEW BEGINNINGS



*By Matthew McKenzie*

Fellow John Gardner TSCA member Cookie Wierski said that—this piece’s title—one afternoon as we closed up the shop after another wonderful afternoon working on a 17’ Dion Dory—the White Dory. The two of us, along with another JGTSCA member Ian Bradley, had been picking, filling, epoxying, sanding, and painting for about a month, and as we closed the door for the night, the dory was starting to look close to finished. With the launch only a few days off, we were feeling pretty good.

We had begun the project in mid-September—when it seemed the cold couldn’t possibly arrive—after Cookie, Bill Rutherford, Phil Behney, Dan Nelson, and I took a look at the punky rot spots that marred this otherwise fantastic boat. Her bones suggested she had been a professional build: well-selected materials, dynamite riveting, great planking—all of it told us this was a great boat into which time had begun to sink its teeth. Fresh water had pooled up against the forward sides of the frames away from the limber holes’ freeing graces. Once there, the sweet water did its work with the pine planking, leaving about half a dozen spots of varying degrees of rot. Some areas rotted completely through, others just down to the false bottom, and still more just carried “that look” that said something was amiss. Aside from those spots, however, she looked great: she just needed someone to steward her back to readiness.

How to go about doing that had the five of us staring at the hull in the John Gardner TSCA shop on a beautiful September afternoon. One approach would be to replace planking, but given how localized the rot was, and how much would have to be disassembled (at least to this neophyte’s eyes), that seemed impractical. Bill pointed out that traditionally, the owner would have chinked the holes to wring a few more seasons out of her, and Dan recounted how his grandfather always kept some oil cloth handy to push into any evident gaps in their family’s boat. Both approaches had many advantages and drawbacks, and as the four of us hummed and hawed, opined and ruminated, Dan simply and quietly picked up a chisel and started picking at the rot spots. We all took that as a sign, at least I did: this boat would get the TLC she needed in a traditional manner—making and mending, chinking and clinking. And, with Bill smiling at me, I also knew I swallowed this project whole: hook, bait, line, and sinker. She called to me, needed me, and I her, and what the hell, I had a little time this fall..

After picking out the rot, we installed custom cut and shaped dutchmen. Cookie had studied boat building in Maine, and while I was nominally the person responsible for the final decisions, I quickly learned from them: a.) a ton about how to do this, and b.) Cookie knew far more about what to do than I did. So, what developed was a perfect combination of





expertise detached from management decision-making that gave everyone plausible deniability should things go wrong, but an equal share of the glory if things went right.

Given the decision to use dutchmen and not replace planking, Cookie also raised questions about the level of effort for other elements needing attention: do we strip and bleach the rails? Do we hold up work until we found the perfect wood to replace the shoe, or do we follow Gardner’s mantra: “use what you’ve got”? Soon, Cookie and I developed an evaluative benchmark we dubbed the “epoxy threshold”: given how much epoxy we were using to address the rot spots, was doing something ridiculously detailed really warranted? Is “perfect” really justifiable when we’re just hoping to breathe a few more years of life into the old girl?

In fact, that restraint and level-of-effort context became the most difficult parts of the job. I’m not saying we cut corners or did shoddy work. But on a well-used boat such as this, a level of care called for in a new build simply didn’t make sense. I used stainless screws instead of bronze when replacing some gusset planks, as an example, but because I had some leftover mahogany lying about, I did use that for the new gussets anyway. Was bunging the screw holes in the new floorboards really worth the time, or could we use un-countersunk stainless oval headed screws? These were the questions Cookie and I debated the most as we filled, sanded, primed, sanded, painted, sanded, painted, sanded... One element on which Cookie was not willing to compromise was the brightwork: they would see that would be done properly. Ian witnessed most of these disputations with a smile. While we haggled, Ian listened, adding important points, but generally lightening the mood. And one afternoon, as we all were busily tending to our respective projects, Cookie and I looked up hearing Ian’s magnificent voice singing some English folk song in the afternoon autumn sun.

Always cheerful, always laughing, always happy to put his talents to good use, Ian, in fact finished out the dory’s “epoxy triumvirate.” With Cookie and Ian’s expertise, and my willingness to do the needful—unhindered by my lack of skill most days—we formed a tight team of complementary



personalities, talents, and expertise. We respected one another and the dory itself, but most importantly, we respected the social space the shop had become for us. Working on the dory—either alone or together—became a high point for our weeks. Even if only for an hour, the shop allowed us to put the abstract world aside and see for ourselves what a tight group of mutually respecting people could do together.

And that aura—for it was a glow that the three of us all felt this past fall—was both exciting and saddening as we closed up shop that evening on the rehabbed Dion dory, now wearing her proper Kirby “Maynard Bray Off White” topcoat. We were thrilled with project’s outcome: we had successfully



SHAW & TENNEY

MAINE CRAFTED SINCE 1858

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

Visit Us Online

SHAWANDTENNEY.COM



navigated the challenges of time, resources, and repair efficacy (or so we hoped—we wouldn't know until she launched) and brought new life to a proud boat that the JGTSCA could now use. But we also saw a magical moment coming to a close, a moment that saw the shop become, ironically, a place of labor and ease, effort and relaxation, work and recreation.

"We need another project," Cookie said as we walked to our cars. "I don't want this one to end." And I agreed. This boat, this process, and these two people became something bigger than just a boat project.

A few days later, and with a huge outpouring of support from the rest of JGTSCA chapter, the White Dory launched on what would have been my father's 89th birthday—which he would have loved to see. The chapter had always supported us unflinchingly in this work, with everything from technical guidance to sheer enthusiasm, and launch day proved no

different. The dory swam wonderfully, rowed gloriously in a light swell coming onto the UCONN Avery Point beach, and what little water she made, it stopped pretty quick. All who wished took her out for a row, and Cookie's "goblin laff," as they were rowed about, filled the morning air. Along with Dan, Bill, and a host of other chapter members, my son Sam and wife Shannon, and Ian's wife Frances, came down for the festivities. Additionally, chapter members we had never met before, for the three of us had joined in the pandemic, introduced themselves as they grabbed a piece of rail to help carry the White Dory down the beach.

In many ways, White Dory's launch day marked a beginning: a new post-pandemic reopening of the chapter (I hope), and a new beginning for me with a new boat. Most of all, however, it marked not the end of golden moment working with two magnificent people, but a new beginning for the three of us as we get to know the chapter.

---

# NOMINATIONS AND ELECTION OF THE COUNCIL

*By Bill Rutherford*

This is the time of year when we address the election of three new National Council members. Please refer to Article V of the Bylaws of the TSCA (which you'll find on TSCA.net in the About menu) for more detailed information on the makeup of the Council.

The Council member terms begin and end on June 30th. Three members will retire and three more are elected to replace them. Any member of the Association, in good standing, is eligible to be a Council member. You can volunteer or accept the nomination of another member.

For the election process to begin, nominations are sent to the Secretary of the TSCA. The Secretary will receive nominations via email: [smallcrafter@gmail.com](mailto:smallcrafter@gmail.com), and a compiled list of nominations, to be published on TSCA.net and the TSCA Facebook page. Each nominee must submit a one paragraph biography to the Secretary detailing the nominee's background and interest in serving on the Council.

Nominations will close April 30th. After the nominations are closed, the slate of the nominees with their biographies will be presented to Association members as an online ballot. Voting will take place by digital ballot on TSCA.net during the month of May. To vote, you will need click the VOTE tab and enter your name and member number as it appears on the label of your Ash Breeze. Your ballot will appear on screen. Select three candidates and press the VOTE button.

On May 30th the Secretary will validate the votes received. The three candidates with the greatest number of votes each will be elected. New Council members will be notified in June.

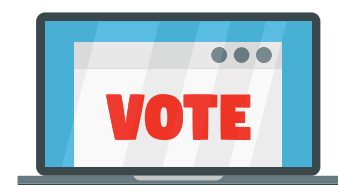
## WHAT TO DO

### NOW

- **SUBMIT COUNCIL NOMINATIONS TO BILL RUTHERFORD AT [SMALLCRAFTER@GMAIL.COM](mailto:SMALLCRAFTER@GMAIL.COM)**

### IN MAY

- **REVIEW CANDIDATE BIOS**
- **VOTE ONLINE AT [TSCA.NET](https://www.tscanet.org)**



**estuary**  
Life of the Connecticut River

Great stories.  
Great photos.  
Featuring the beauty,  
nature, people, and more of the  
Connecticut River watershed.

Subscribe at  
[estuarymagazine.com](http://estuarymagazine.com)



**HEWES &  
COMPANY**

Blue Hill, Maine Gardner@hewesco.com  
[www.hewesco.com/cnc-marine/boatkits](http://www.hewesco.com/cnc-marine/boatkits)

**St. Ayles Skiff**



Kits for Oughtred, Vivier, Duck Trap, Wolstenholme,  
Timeless Surf, Selway-Fisher, Hylan, and Heritage 23

Stocktails.com

**'Need a really good skiff?'**



**12' Harbor Skiff**

There's no lofting required because plans are drawn full size. Not only that, we offer plank patterns and even an illustrated construction guide. She's practical, economical, and straightforward to build.

More interested in wherries and double enders? We've got those plans too.

**[ducktrapstore.com](http://ducktrapstore.com)**

**TELL YOUR STORY**

CONTACT US AT 540-264-0021  
[ANDY@MARINERMEDIA.COM](mailto:ANDY@MARINERMEDIA.COM)



# 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 \$2,000 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:

[tsca.net/john-gardner-fund/](http://tsca.net/john-gardner-fund/)



*"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

• Rob Barker • Steve Brookman • Norm Greisen • Samuel E. Johnson • Thomas E. King • Robert E. "Bub" Sullivan • John Weiss

## Generous Patrons

• Roger B. Allen • Donald Betts • Michael C. Bill • Kim Bottles • Willard A. Bradley • Roland Breault • Mary A. Brown • Lee Caldwell • William Edwards • Ben Fuller • Richard & Susan Geiger • Gordon Greene • Arthur Haberland • Paul Hayslett • Robert & Jill Hazard • Colin O. Hermans • Martin Heyman • Mark Hovermale • Samuel Huber • Reade & Molly James • Charlie Jones • Carl B. Kaufmann • David Kavner • Harvey Kerstein • David Kowall • Paul & Sharon LaBrie • Kent & Audrey Lewis • Owen X. Loprinze • Pete & Susan Mathews • Mason C. Myers • Richard Peterson • Ron Render • Bill & Karen Rutherford • Clayton Seelgen • George Shea • Donald "Rock" Singewald • Lawrence Sorenson • Zach Stewart & Annie Sommerville • Bill Stirling • Daniel Streeter • Thomas N. Tomlin • Don Traut • Reagan Tucker • Suzan Wallace • Chris Wick • Jeff Wilson • Andy Wolfe • Richard C. Wolfe • David B. Wyman • Joel Zackin

## Sponsor Members \*

• Douglas Alvey • Harold & Marie Aune • William Bellows • Kent & Barbara Bleakly • R. Fairlie Brinkley • William "Bruno" Brungardt • Harris Bucklin • Michael Burwell • Richard A. Butz • Charles Canniff • Nathan Carey • Karl Christoffers • Steve & Gladys Clancy • Donald & Faith Clendenen • David & Katherine Cockey • Frank Coletta • Lee & Linda Conrad • Brandon Cooke • Brian Cooper • Patricia Dallam • Julius Dalzell • Patrick Daniels • Thad Danielson • David Deaville • Jim Denovan • Paul Deorsay • Paul DeRoos • Russell Dewey • David Dickmeyer • Greg Dudley • William Edwards • Christine Ellin • Sam & Debbie Elufson • John England • Paul Erickson • Tom Etherington • Cricket Evans • Donald Finkle • Michael Galasso • Donald Gallagher • Edward Geyh & Alden Dumstead • Gerald W. Gibbs • Roseann & David Gode • David & Emily Green • Greg & Naomi Grundtisch • Brian Guzas • Jeffrey Hallock • Mr. & Mrs. R. Bruce Hammatt • Keith Hammittee • Bryan Hammond • Allen Head • Peter Healey • David Helgerson • Peter Hendrickson & Nancy Temkin • Dean & Susan Herring • James Holland • Kevin W. Holmes • John & Deneen Homer • Richard Honan • Thomas Hruby • Andy Jahn & Virginia MacIntosh • Charles Jahn • John Janicek • Thomas Jarosch • Peter Jay • Clifford Johnson • Sally Johnson • Carol Jones • Frank Kahr • Walt Kangas • Bruce Keefauver • Stephen Kessler • Remi Khu • Francis Kieliszek • Andrew Kitchen • Douglas Klaucke • David & Sally Lawrence • Jack Lawrence • David Lenowitz • Stephan Lindsay • David G. Lindquist • Robert Lister • Chelcie Liu • Wayne Low • David & Mary Luckhardt • Phillip R. "Russell" Manheimer • Michael Martin • Christophe Matson • William McCullom • George "Mack" McKinney • Jonathan McNally • Joshua & Rose Mead • Errol Miller • Jude Miller • Mike Moore • Peter Moore • Grigg Mullen • Alexis P. Nason • Robert Niemiec • Jay Scott Odell • Lori Jo Orr & Michael Armstrong • John Oswald • Brian Palmer • Andrew Pisarczyk • Robert Pittaway • Charles "Alyn" Pruett • Kevin H. Rathbone • Roy Raymond • Thomas Roell • Nathan Rome • Walter Rybka • Richard "Jeff" Saar • Sam & Betty Anne Schlegel • Richard "Bud" Schubert • Dennis Schuelkens • Paul A. Schwartz • Jonathan K. Seidel • Michael O. Severance • Howard Sharp • John Shinaberger • Gary & Diane Shirley • Bryant Snee • Randall A. Spurr • John E. Stambaugh • Michael B. Stewart • John R. Stilgoe • John P. Stratton III • William Theurkauf • Robert Thompson • Jim Tolpin • Sean Trew • Larry Wachowski • Steve Warfle • Theodore Weihe • Stephen M. Weld Jr. • Michael Wick • John Scott Williams • Steve Wright • Ronald Wurst

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



# CAPE COD SPRING ROW

The Cape Cod Chapter along with the Cape Cod Maritime Museum will be hosting our fourth Spring Rowing Rendezvous on May 21st at Kalmus Beach, in Hyannis, MA. The row begins at 10:00 AM and runs until 3:00 PM. The row is a free event and open to the public.

Chapter members will be bringing their skiffs, peapods, wherries, and dory's and will make them available for other members and visitors to row. In the past, we have had 18-20 boats available.



# WE ARE THE HEALED



*By Steve Kingery*

It is not unusual for us in the not-for-profit world to have to prove to potential benefactors our worth. For those of us hoping to grow the TSCA story, along with the values of history and insight, we have faced this more than a few times. We banter about our outreach to the public. We reach out to show the old skills and knowledge, our hope of endearing such things to the young. We, at Crystal River Boat Builders (CRBB), a Chapter of the TSCA, have played this game a time or two. Our larger cohorts have done the same many times more.

We show the boats we have built. We show the visitors watching and helping us. We show the children holding a plane, a hammer, a hand saw. We show the young and old looking at the new old things with eyes wide open, with ears ready to hear, brains ready to learn. All of this is enough to earn our keep if someone understands.

The story we have a hard time telling/selling is the value added to the lives of the members ourselves. Being active and engaged, particularly if one is older, is important. The social aspect of working together with peers is of high value. The physical and mental exercises of the endeavors help keep us in motion. Sharing our hard-earned or brand new knowledge with others is emotionally satisfying. The value of feeling useful and accomplished is immense. The personal value of volunteering is well documented. We prove this every day we join in, together, to build, teach, sail, learn, and share with

others. Here are some photos of our members doing what we do.

CRBB was started about 12 years ago in conjunction with a State Park. We have since moved two times to places we were welcomed. We build and exhibit boats that help us share local history. We repair and sell donated boats for partial funding. We sometimes receive targeted donations for specific projects. For an average cost of \$3,000 per year we have built a 15' Chesapeake sailing skiff, a 12' flat iron, a 15' punt, a 36' sailing scow, two large scale models now residing in local museums, a 24' early-1900s powered mullet boat, and a large number of small or logistical projects. We mention this to encourage others who may be looking to do something similar that it can be done on a small scale.



# SEE YOUR AD HERE!

Advertising Rates are on page 31



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

## 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](http://www.messingaboutinboats.com)

Bob Hicks, Editor & Publisher



## GENTRY — Extraordinary Boats —



### Plans and kits for

Unique, ultralight, very inexpensive and quick to build  
**Sailboats, rowboats, canoes, kayaks and SUPs**

**GentryCustomBoats.com**

## You Can Do It

Beautiful  
Kits Ready  
to Build



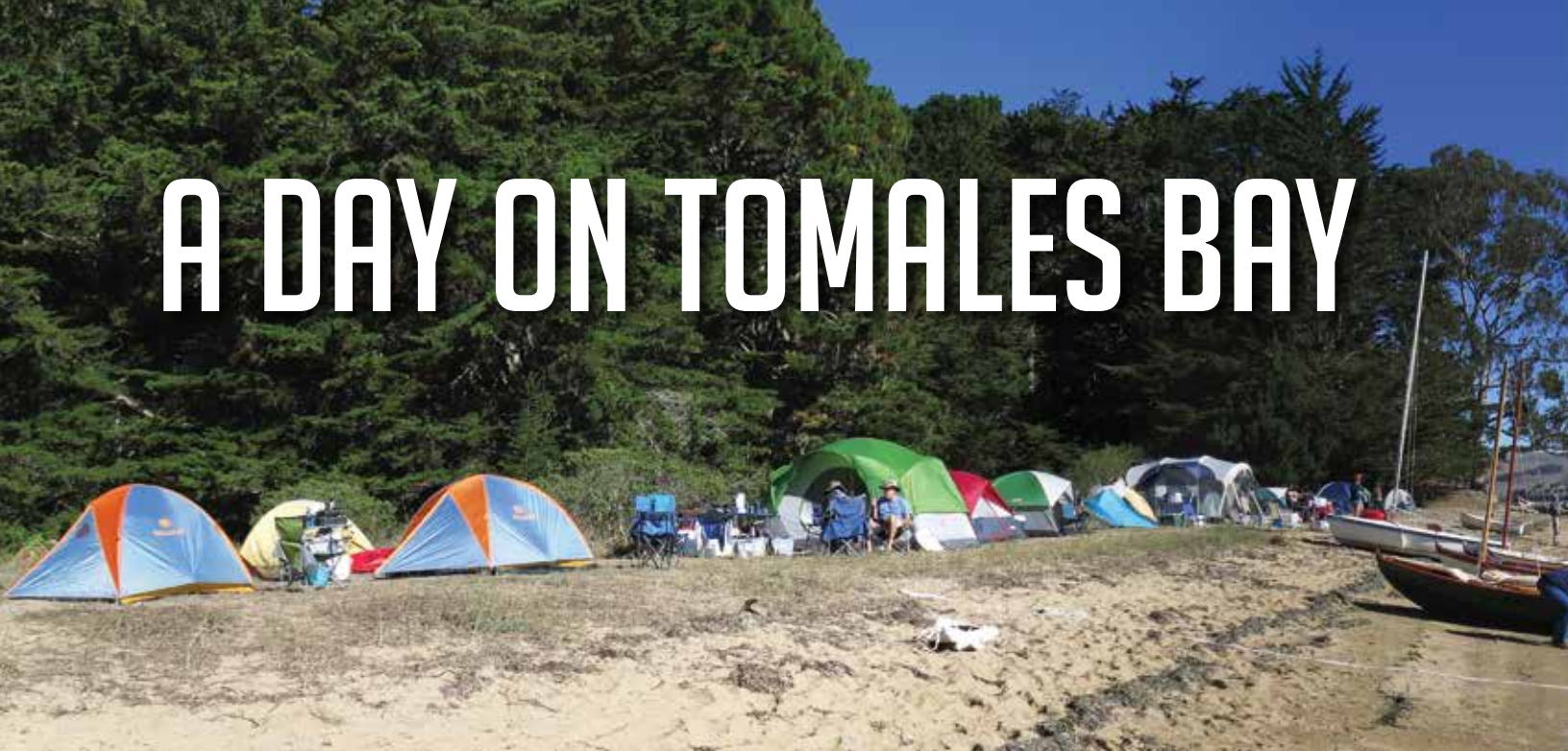
Sail  
Row  
Motor

10-20'

[chasesmallcraft.com](http://chasesmallcraft.com)  
207-602-9587 • [boatkits@gmail.com](mailto:boatkits@gmail.com)



# A DAY ON TOMALES BAY



*By Todd Bloch*

An hour's drive north of San Francisco is a scenic yet sometimes challenging boating destination, the fjord-like Tomales Bay. Bounded to the west by the forested slopes of Point Reyes National Seashore and to the east by rolling hills and cattle ranches, the bay has retained a sense of remoteness despite its proximity to a large urban area. Swells from the Pacific Ocean curve around Tomales Point at the northern entrance and send a chaotic chop down the bay, pushed by the afternoon winds. It is the setting for some of the most enjoyable events on the Sacramento TSCA calendar.

Tomales Bay does not have the distinction of being carved by a glacier, but it does boast an equally dramatic geological story—the east shore is on the North American Plate; the west shore is on the Pacific Plate; and somewhere in between, underwater, is the San Andreas fault. The two tectonic plates have forged a body of water 15 miles long but less than a mile wide—ideal for a quick small boat crossing with plenty of shore to explore.

The west shore has the appeal of multiple beaches and inlets, but boat access is limited. There is one paved and one dirt launch ramp, both on the east side. Boaters make the east-west transit early in the day to establish either a beach head for overnight camping or an anchor out for lunch—before a quick retreat back east to beat the mid-day winds.

The local chapter holds a boat-in camping event on the bay's Marshall Beach every autumn; it was my introduction to the TSCA over twenty years ago, and the experience soon convinced me to become a member. The beach sits in an open cove on the west shore but sheltered from the westerlies by a wooded hillside. There is a long curving expanse of beach,

shallow waters for anchoring, and direct access to great rowing and sailing.

Mornings are often shrouded in the infamous northern California fog, concealing the opposite shore, and the fog lift can be dramatic. Our location on the eastern side of the peninsula means we don't see the sunset, but we are treated to some spectacular sunrises which are just as good. As the sun rises over the eastern hills it seems to slowly burn through the fog, dissolving it into wisps that reflect the morning light. Those willing to awake early and take their coffee in a camp chair are generally rewarded.

The early morning waters are usually flat, only disturbed by the occasional oyster tender, the best time for a row. A popular destination is Lairds Landing, just across the cove from Marshall Beach. It is the site of middens left by the Coast Miwok many years ago and became the launch point for diary-laden ships in the early 1900s. It continued as a home to descendants of the Miwoks into mid-century before becoming the retreat of a beatnik artist in the 1960s. On my first trips to Marshall Beach in the mid-1990s, the artist was still there, his blue rowboat anchored off shore. He used that boat to row across the bay to the town of Marshall to collect supplies and his mail. For many of my return trips, the artist's studio and some very bohemian-looking cabins still stood, slowly deteriorating. Those buildings are now gone and the site is being rightfully restored to reflect the era of its Miwok residents.

Afternoons can be sunny and clear, and when they are, the boating extends beyond the cove and into other reaches of the bay. There are beaches with catchy names to explore—Fruit







Tree, Hearts Desire, Chicken Ranch, and even No Name Beach. Further to the north is the diminutive Hog Island with remains of a rumored lover's retreat. To the south is the outlet of Lagunitas Creek, with access to the town of Point Reyes Station if you really want a long row up stream. A certain destination for many is directly across from our beach—Hog Island Oyster Company. If you are willing to haul your boat onto the muddy shore and have a good pair of muck boots, you can walk right in and buy your oysters by the 50- or 100-count bags.

On the other hand, when it is not sunny and clear, the afternoons are when the bay can present its challenges. Small craft warnings are not uncommon and more than once a boater late to the launch ramp has had to wait until the following morning to embark across the bay. There have been a few capsizes over the years as well; I once dipped my Eastport Pram not far off the beach and had to swim it ashore. Naturally, it is like any other boating grounds—know the weather patterns, plan accordingly, and you'll be fine. Getting quickly across the bay to the protected shore is a common strategy. The hills provide some protection, mostly for the rower, but are often the source of some fluky winds for the sailor.

It seems nearly every small boat sailor wants to sail their boat directly onto the beach unassisted by oar or power. The effort to do so can be the source of great pride or embarrassment for the skipper, depending on the outcome, and in either case, great entertainment for those on the beach. Attempting to accomplish this feat at Marshall Beach has on occasion befuddled many in our fleet. One can have a nice tack headed straight toward the beach only to find that the closer you get,

*Above: Marshall Beach camp.*

*Below: Leaps and Bounds sailing on Tomales Bay.*



the more the boat turns away from the beach as the wind curves around the cove. It's a wind behavior that should be expected in a headland area but none the less we keep trying. Of course, testing our sailing skills is why we are there, and what else do we have to do?

If there are no boats attempting a landing, an afternoon on the beach is otherwise relaxing and full of the chatter expected of a messabout. I suspect every chapter has at least one event a year that is something of an unofficial gadget and food competition; Marshall Beach is ours. It is where everyone shows off their new campsite enhancements and boat gear. Food, however, seems to take center stage. We find room in our boats for the latest cooking gear, cold storage containers, and generous quantities of gourmet food. A Dutch oven, 50

*Musician on Marshall Beach.*




oysters, and some homemade secret sauce, and you've got a tasty Oysters Rockefeller. A camp stove with a collapsible oven attachment, and we've got fresh baked coffee cake.

For many years the most anticipated food attraction has been the Saturday night communal dinner of Cioppino, with a side of bread and whatever potluck items have been conjured up. The stew is made fresh right on the beach; the ingredients chopped, prepped, and cooked on some of that fancy kitchen gear we've brought along. I recently learned how appropriate Cioppino is for a bay area waterfront dinner amongst boat crews. Apparently, the dish was created in San Francisco by Italian immigrants as a way to support unlucky fishermen. If a boat had little to show for its day's efforts, the fishermen would pass a pot, to which other crews would contribute small portions of their catch. The result would be a stew featuring Pacific Ocean delicacies—Dungeness crab, mussels, salmon, and more, in a tomato and wine sauce. We've honored this tradition more than once when a leaky boat saturated food stores or raccoon raiders absconded with a meal or two.

Evenings often see the return of the fog, a drop in temperature, and the satisfaction of having brought along some warm clothes. Focus shifts to the campfire, maybe some grilling of the remaining 50 oysters and certainly music. Instruments are another thing that we somehow find a way to squeeze into our boats. The chapter seems to have a generous company of talented musicians who keep the group entertained; sea chanties and folk songs take us deep into the night.

Of course, we don't let the onset of darkness interfere with an opportunity to get back out on the water. It has become a tradition at this event that each tent is marked by a candle lit luminaire, a wonderful site in of itself. But in one of the



### Floating the Apple

**In memory of  
Michael K. Davis**  
Executive Director  
died Nov. 3, 2008

Floating The Apple, an active TSCA Chapter since 1994. With boats we build we promote universal access onto the public waterways, as a 501(c)(3) corp. [floatingtheapple@gmail.com](mailto:floatingtheapple@gmail.com)



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

170 Old Chequessett Neck Rd., Wellfleet, MA 02667  
508-349-2383, [info@oldwharf.com](mailto:info@oldwharf.com), [oldwharf.com](http://oldwharf.com)







*Fleet at anchor at Marshall Beach.*

more spectacular evenings on Marshall Beach, we fixed those luminaries to the bows of our boats and had a row around the cove. The sight of flickering lights gliding around on calms waters was magical and is a memory that has remained with us all.

After all the day's events, the walk back to one's tent is elegantly illuminated by the glowing luminaries. A stop at the water's edge and a quick splash may reveal some glittering bioluminescence; and on the rare clear night with the city lights in the distance, the stars and Milky Way are on full display, occasionally pierced by a shooting star. The setting is perfect for a good night's sleep, and that is what we usually

get—except when an owl, coyotes, brawling mountain lions, or once, a low-flying Coast Guard helicopter with search lights ablaze, conspire to keep us awake. Yet the serenity of it all abides and we get through the night, buoyed by the prospect of morning with a cappuccino, brewed on the latest camp espresso machine.

The bay offers the excitement of challenging conditions and new adventures yet is a welcoming and familiar port of call. The wind and tides may test our seamanship on the journey across, but we know that a well-lit campsite with hearty food and musical accompaniment awaits. These are the experiences that keep us returning to Tomales Bay.

**CANOE SAILOR**

Chuck Sutherland & Marilyn Vogel  
 2210 Finland Rd, Green Lane, PA 18054  
[marvogel@verizon.net](mailto:marvogel@verizon.net)  
[canusail.org](http://canusail.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

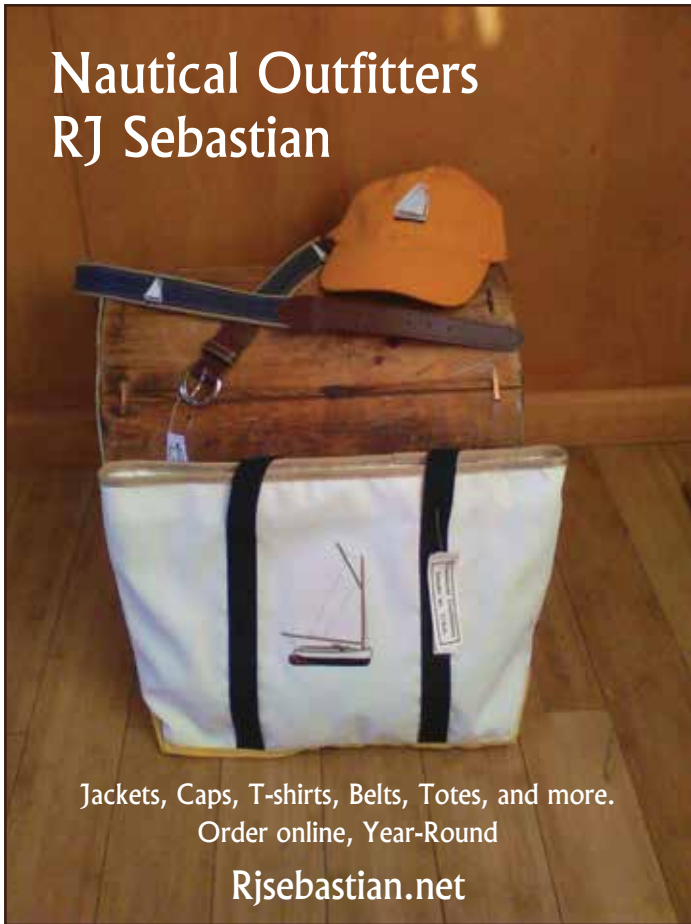


as simply messing about in boats.

**The Design Works**  
 9101 Eton Road, Silver Spring MD 20901  
 301-589-9391  
[www.messingabout.com](http://www.messingabout.com)



# Nautical Outfitters RJ Sebastian



Jackets, Caps, T-shirts, Belts, Totes, and more.  
Order online, Year-Round

[Rjsebastian.net](http://Rjsebastian.net)

# 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/](http://marinermedia.com/product-category/boat-math/)

or

**WoodenBoat Store (paperback only)**  
[woodenboatstore.com/category/boatbuilding](http://woodenboatstore.com/category/boatbuilding)



**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](http://www.gacooarlocks.com)

Oarlocks available from Fisheries Supply

Gerard Crowley has a team rowing around Ireland for charity ([www.rowaroundireland.com](http://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.*

**WoodenBoat**  
Magazine \* School \* Store \* Show

**IMMERSE YOURSELF**  
in the world of  
**WOODEN BOATS**

**MAGAZINE**  
[www.woodenboat.com](http://www.woodenboat.com)

**SCHOOL**  
[www.thewoodenboatschool.com](http://www.thewoodenboatschool.com)

**STORE**  
[www.woodenboatstore.com](http://www.woodenboatstore.com)

**SHOW**  
[www.thewoodenboatshow.com](http://www.thewoodenboatshow.com)

WoodenBoat Publications  
41 WoodenBoat Lane, Brooklin, Maine 04616  
207-359-4651 \* [www.woodenboat.com](http://www.woodenboat.com)  
**ACCESS TO EXPERIENCE**



# REFLECTIONS ON A

# MIRROR MIRROR CRUISE

By Heather Drugge

There is nothing worse or better than when you are called to the sea. Nothing worse because all you think of is slipping the bonds of earth. Nothing better because you gain an extraordinary appreciation for land's stability. This summer, *Mirror Mirror* voyaged across the Salish Sea from Ambleside to as far south as South Pender Island, visiting many isles along the way, meeting with old friends and new. To tell the tale, I will omit such formalities as timelines or plots, focusing rather on some pertinent themes.

## THEME #1 GUMPTION

Gumption is overrated. Planning and experience are not. But still, it takes a bit of courage to pile into a 16-foot, unballasted boat and sail it across the Salish Sea. I know a few people who have felt the need to cross in a ridiculously undersized boat. This year the crossing from Gibsons to Nanaimo was bumpy and required a double reef at times. Trip time: 6 hours. The second traverse from Gabriola Passage to Ambleside was Mesmer calm. Normally we don't take the engine—an ancient Seagull we affectionately call “Giddagidda.” The only times we used her were on the crossings. First on the way out of Gibsons in no breeze and second in Gabriola Passage due to current. On the second crossing, Giddagidda died after an hour (natch), and row-sailing ensued. For once the Straight was dead calm. It was so cool to be sitting in its heart without feeling stressed: gumption totally unrequired. Crossing time:

10.5 hours. That's a lot of moving slowly. Dan spent hours figuring out how to entice a friend to come get us from the middle of the straight. Ugh! No way were we finishing on a tow. Row, Danny, row!

## THEME #2 DEFINE “PUB”

No matter where you go, there you are. And so too with a good pub. At the outset we had the goal to stop in as many pubs as were available. The term “pub” was loosely defined. Many a beach and our onboard “table” served a few good drinks. CBC-2 or local coop radio CHLY accompaniments were welcome, and we often tuned in at rest or on the run. In Nanaimo, on the boat-pub, Dan began reading what seemed like an endless supply of vintage science fiction. Sometimes a marina pub had WiFi. Best WiFi password: “LivingtheDream4Ever!” Remember too, a handy dock can always break out in a party.

## THEME #3 SAIL, SAIL, SAIL

Whatever your boat, learn to sail it well in all conditions. Sailing around for 20 days is a great way to improve your skills. This trip, we met up with the usual unlikely crowd with whom to raid the coast. Raid it we did. There was everything from 0-knots wind plus 3 knots of current against us to 20+ knots of breeze behind us. Our top speed: 7.6 knots. It was super sailing with such a diverse collection of watercraft. A





**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**

*Modern High-performance Open Water Rowing Craft*



**Middle Path Boats**

*Andre de Bardelaben - Designer*

P.O. Box 314  
Edinburg, PA 16116

724-652-4448  
www.by-the-sea.com/middlepathboats

**EMERALD**

Marine Carpentry



J.A. STEWART  
OWNER & SHIPWRIGHT



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



**drathmarine**

<http://drathmarine.com>

1557 Cattle Point Road  
Friday Harbor, WA 98250

**Mole got it right...**



**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 Sumner Ford: [sford@pineisland.org](mailto:sford@pineisland.org).

[www.pineisland.org](http://www.pineisland.org)

**Michael Jones**

St Petersburg Florida

Joinery for yachts  
Small craft design/build

727.560.5782  
[jonesboatworks.com](http://jonesboatworks.com)





big skill, which we apparently have not learned, is coming into an unknown beach. We hit bottom hard a few times and repeatedly needed to fix the centerboard stirrup. Doh.

#### THEME #4 ENJOY THE HANG

Sailing is one thing but doing nothing under the sun is next-level fun. At Telegraph Harbour we spent a couple of nights enjoying the harbour, the pub, and the company of an old friend from work. She and her husband were moored across the way in the “nicer” marina. Totally random meeting up with her and so great to catch up. That evening the 85-foot “caravan” boat, *Amara Zee*, arrived, causing a minor stir on the docks. The boat sails around with a moveable theatre company onboard. The boat is the theatre. Notable hang moments included Blackberry Point where a large group was celebrating a birthday, Annette Bay with all that mucky mud, Bedwell Bay where the sun warmed us and a raven came for the evening, the James Bay orchard, and Herring Bay which was just...well, it was calm.

#### THEME #5 VIVE LA DIFFERENCE

The Barefoot Raid (<https://barefootraid.net/>) that we join each year celebrates difference even as we all congregate to worship the same wind. The Raid is a 7-day adventure with two races per day. After a first week of sailing by ourselves, we started the Raid. This year we enjoyed sailing with three catamarans (two Tornados and one Nacra), an Ian Gartside-design traditional boat, a Scamp, an Angus Row Cruiser, a one-off design monohull with massive sail area and leeboards, a 12-foot traditional clinker hull with gaff rig, and us in the M16.

As sailors, we don't always fly down the strait and narrow. Hippy Greg, captain of the support vessel, *Dame Gracie*, was patient with his craft and crew. Hauling all that gear was a great help for those not sailing on “liveboards.” The *Dame Gracie* was all about the music. Soooo much goodness in all genres. Plus who would take a dog on a racing catamaran for seven days? Why Sam and Simon of course! Simon lives on a James Wharram-designed boat in Silva Bay. The people who sailed the Gartside live on a communal 30-acre property on

Denman. Meghan is a Ph.D. in biology. Quill, the person “in charge” of the Raid built three 17th century Japanese boats for a film this year. The Raid winner sets sail on his Tornado every year in May and does not return to work on land until the end of September. We are all different. And yet the same: sea junkies.

This cruise was about having the “gumption” to hang with friends who are different in as many different “pubs” as possible while sailing, sailing, and sailing. It was a spectacular success in all respects.



*Heather Drugge and Dan Campbell have been dinghy sailing the west coast of British Columbia, Canada, for over 30 years. Two-time “Race to Alaska” participants (and no-time finishers) they sail a 16-foot 1971 Mirror dinghy—a design by Jack Holt. Holt designed the Mirror 16 as a competitor to the stalwart Wayfarer. Dan and Heather consider Mirror Mirror the Cadillac of dinghies. In addition to the Mirror 16, they each built Mirror 11s which they take on annual Dinghy Jamborees. They have sailed the Mirror 11s from Prince Rupert to Vancouver as well as the Mirror 16 from Port Townsend to Prince Rupert. They participate in the Annual Barefoot Raid organized by the BC Chapter of the TSCA.*



# Active TSCA Chapters



## Bayfront Maritime Center TSCA

Richard Eisenberg  
40 Holland St., Erie, PA 16507  
814-456-4077  
[rich.eisenberg@bayfrontcenter.org](mailto:rich.eisenberg@bayfrontcenter.org)  
[www.bayfrontcenter.org](http://www.bayfrontcenter.org)

## British Columbia Chapter

Quill Goldman, 2529 North Rd.  
Gabriola Island, BC VOR 1X5, Canada  
250-247-9646  
[barefootwoodenboats@shaw.ca](mailto:barefootwoodenboats@shaw.ca)

## Brooklin Skiff Club

Eric Blake  
PO Box 316, Brooklin, ME 04616  
[etblake@gmail.com](mailto:etblake@gmail.com)

## Brooklyn Chapter

Severn Clay-Youman  
229 17th St. #1, Brooklyn, NY 11215  
917-501-7337  
[severnclaystudio@gmail.com](mailto:severnclaystudio@gmail.com)

## Buffalo Maritime Center

Greg & Naomi Grundtisch  
256 Iroquois Ave., Lancaster, NY 14086  
716-681-1315  
[grundy@fantasiadesign.com](mailto:grundy@fantasiadesign.com)

## Cape Cod Chapter

Bill Stirling, 11 Naushon Cir.  
Centerville, MA 02632  
508-790-0098  
[billstirling08@gmail.com](mailto:billstirling08@gmail.com)  
Bob Lister, 126 Donegal Cir.  
Centerville, MA 02632  
508-420-1718  
[boblister98@yahoo.com](mailto:boblister98@yahoo.com)

## Cleveland Amateur Boatbuilding and Boating Society (CABBS)

Ed Neal, 4079 Porter Rd.  
Westlake, OH 44145  
440-871-0334  
[4edneal@gmail.com](mailto:4edneal@gmail.com)

## Connecticut River Oar and Paddle Club (CROPC)

Jon Persson, PO Box 281  
Old Lyme, CT 06371  
860-434-2534  
[jonpersson7@gmail.com](mailto:jonpersson7@gmail.com)

## Crystal River Boat Builders (CRBB)

Bill Connor  
9 Browallia Ct., Homosassa FL, 34446  
352-503-2166, [wjconnorjr@yahoo.com](mailto:wjconnorjr@yahoo.com)

## Delaware River TSCA

Frank Stauss, 856-981-0998  
[fstauss@verizon.net](mailto:fstauss@verizon.net)  
George Loos, 53 Beaver Dam Rd.  
Cape May Courthouse, NJ 08210  
609-861-0018  
[georgeowlman@aol.com](mailto:georgeowlman@aol.com)  
[delrivertsc.net](http://delrivertsc.net)

## Downeast Chapter

Steve Brookman  
117 Parker Point Rd.  
Blue Hill, ME 04614  
239-822-1318  
[Steve@DowneastTSCA.org](mailto:Steve@DowneastTSCA.org)  
[DowneastTSCA.org](http://DowneastTSCA.org)

## Floating The Apple

Adina Taylor  
1225 Park Ave., Ste. C10  
New York, NY 10128  
212-564-5412  
[floatingtheapple@earthblink.net](mailto:floatingtheapple@earthblink.net)

## Florida Gulf Coast TSCA

Michael Jones  
4721 16th Ave. N.  
St. Petersburg, FL 33713  
727-560-5782  
[fgctsca@gmail.com](mailto:fgctsca@gmail.com)  
[mj.woodwork@gmail.com](mailto:mj.woodwork@gmail.com)

## Friends of the North Carolina Maritime Museum TSCA

Brent Creelman  
315 Front St.  
Beaufort, NC 28516  
252-728-7317  
[brent@maritimefriends.org](mailto:brent@maritimefriends.org)

## John Gardner Chapter

Brian Cooper, President  
35 Mohawk Rd.  
Windsor Locks, CT 06096  
[cooperbd@aol.com](mailto:cooperbd@aol.com)  
[www.jgtsca.org](http://www.jgtsca.org)

## Les Cheneaux Chapter

Mike Jellison, 906-630-1230  
[jellison\\_ml@centurylink.net](mailto:jellison_ml@centurylink.net)

## Lost Coast Chapter—Northern CA

Chris Barnes, President  
Jade Tippet, Secretary  
PO Box 1096, Fort Bragg, CA 95437  
707-506-6646,  
[lostcoasttsc@gmail.com](mailto:lostcoasttsc@gmail.com)

## Lower Columbia River Chapter

Allen Bennett, 262 State Rte. 409  
Cathlamet, WA 98612  
805-208-7335  
[theallenbennett@gmail.com](mailto:theallenbennett@gmail.com)

## New Hampshire/Vermont Chapter

Bill Real, 175 Ruffled Rd.  
Henniker, NH, 03242  
603-428-7829  
[BandLReal1@comcast.net](mailto:BandLReal1@comcast.net)

## North Shore TSCA

Nathan Burgess, 28 Ronaele Rd.  
Medford, MA 02155  
[northshoretsc@outlook.com](mailto:northshoretsc@outlook.com)

## Old Bay Club (Chesapeake Bay, VA)

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

## Oregon Coots

John Kohnen, PO Box 40043  
Eugene, Oregon 97404  
541-688-2826  
[jkohnen@boat-links.com](mailto:jkohnen@boat-links.com)  
<https://groups.io/g/oregoncoots>

## Patuxent Small Craft Guild

Attn: Brian Forsyth,  
Calvert Marine Museum  
14200 Solomons Island Rd. S.  
Solomons, MD 20688  
[brforsyth@comcast.net](mailto:brforsyth@comcast.net)

## Pine Lake Small Craft Association

Sandy Bryson, Secretary  
333 Whitehills Dr.  
East Lansing, MI 48823  
517-351-5976, [sbryson@msu.edu](mailto:sbryson@msu.edu)

## Puget Sound TSCA

Claire Acord, President  
[whidbeyboatpainter@gmail.com](mailto:whidbeyboatpainter@gmail.com)  
Marty Loken, Secretary  
PO Box 216, Nordland, WA 98358  
360-316-1557, [norseboater22@gmail.com](mailto:norseboater22@gmail.com)  
E-mail forum: [tsc-puget@yahoo.com](mailto:tsc-puget@yahoo.com)  
[www.tscapuget.org](http://www.tscapuget.org)

## Ralph Middleton Munroe Chapter

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

## Sacramento TSCA

Todd Bloch, 757 North Point St., #8  
San Francisco, CA 94109  
415-971-2844, [todd.sb@comcast.net](mailto:todd.sb@comcast.net)





### St. Augustine Lighthouse Chapter

Jim Millette  
2353 Commodores Club Blvd.  
St Augustine, FL 32080  
410-279-9826  
sailbythelee@icloud.com

### 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  
fuzzy@hotmail.com

### TSC Raleigh

Donald Dill, 121 Solstice Dr.  
Haw River, NC 27258  
603-369-9877  
spartimeboatworks@gmail.com  
John Buhrmann  
jbuhrmann@gmail.com

### Warren Rivers (Rhode Island) Chapter

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

### West Michigan Chapter

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

### Chapters Organizing

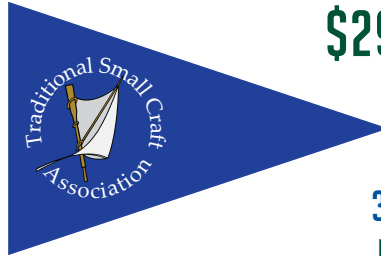
### Fundy Chapter

John Kipping, 506 Rusagonis Rd.  
Rusagonis, NB E3B 8Z2 Canada  
jkipping@nbnet.nb.ca, 506-444-1550

## SWAG FOR TSCA

18x12 PRINTED NYLON BURGEEES  
(NOW IN STOCK SO ORDER FAST)

\$29



3-INCH EMBROIDERED IRON-ON PATCH  
FOR JACKETS, HATS, AND MORE

\$3

PRICE INCLUDES SHIPPING

ORDER ONLINE @  
TSCA.NET/SHOP

3-INCH VINYL STICKER  
FOR WATER BOTTLES, BOATS, BUMPERS,  
ETC. WON'T FADE OR CRACKLE.

\$1.50

SUBMIT EVENTS FROM YOUR CHAPTER AND  
FIND EVENTS FROM AROUND THE COUNTRY  
ON THE TSCA WEBSITE!

TSCA.NET/EVENTS/

## Portable Woodworking for Schools and Camps: Empowering, Engaging and Easy!



- ✓ Professional development online and in-person
- ✓ Tabletop Woodworking Stations turn your tables into a woodshop
- ✓ All and only hand tools
- ✓ Project plans with step by step directions aligned to standards
- ✓ Support and advice
- ✓ Purchase and Rental options



Learn more at: [www.maplewoodshop.com](http://www.maplewoodshop.com)

[info@maplewoodshop.com](mailto:info@maplewoodshop.com)



# GET READY FOR THE 36TH ANNUAL—FREE FOR ALL—CEDAR KEY SMALL BOAT MEET



By Michael Jones

The Cedar Key Small Boat Meet is unique in that it was not created by any one organization, but it grew by word of mouth through the community of small boat enthusiasts. The participants range from members of the National Sailing Hall of Fame to neophytes just learning the joys “of simply messing about in boats.” Among those attending you will find members of the West Coast Trailer Sailing Squadron, the Wooden Canoe Heritage Association, as well as the TSCA chapters Crystal River Boat Builders and Florida Gulf Coast TSCA. It is unique in its unstructured nature: no registering, no fees, no schedules, come bring your vessel and join in the fun.

The setting is special, an archipelago of small islands that have played a pivotal role on the west coast of Florida as an economic and transportation hub throughout the history of the Florida Gulf Coast. As a primary access point to the Gulf, it was also the crossroads for naturalist and small boat voyagers. John Muir ended his *Thousand Mile Walk to the Gulf* here in 1867. John Bishop finished his *East Coast Voyage of the Paper Canoe* in Cedar Key and then came down the Mississippi and the north Florida coast to Cedar Key in his *Four Months in a Sneak Box*. The Gilpin family, including a young Vincent Gilpin, started their *West Coast Sailing Expedition* down the west coast of Florida there in 1885. All of these were prior to the 1896 Hurricane when

the town of Cedar Key was located on what is now known as Atsena Otie Key. After the hurricane, Cedar Key was rebuilt in its present location on Way Key. Atsena Otie is the central daytime gathering point for the Small Boat Meet, located about a half mile off Cedar Key. The beach is where we study the other boats and share tales of adventure.

On Saturday the 7th, there will be a dinner at the Cedar Key Community Center. The after-dinner program will be a presentation by Ken Sassaman from the UF Laboratory of Southeastern Archaeology. Kenneth and his colleagues have done extensive research on Shell Mound and surrounding Islands. Shell Mound was the site of a Summer Solstice celebration, as well as the hub of what was then, as it is now, a maritime-based economy. Their studies often correlate what the past and present share in dealing with common issues. Shell Mound Park is just North of Cedar Key.

To characterize the Cedar Key Small Boat Meet as simply a sailing event does not fully encompass the value, richness, and depth of the phenomenon that is the annual gathering of small boat enthusiasts the first full weekend in May. This is the 36th Annual Small Boat Meet and is May 6–8, 2022.

An archive of past events is on the WCTSS website: <http://wctss.ij.net/gallery.htm>.

For updated information reach out to Michael Jones [fgctsc@gmail.com](mailto:fgctsc@gmail.com) or [TSCA.NET/events](http://TSCA.NET/events).





**36th Annual Cedar Key Small Boat Meet**  
**May 6-8, 2022** No signups. No fees. No planned events.  
The tides and weather are the controlling organization.

Hugh Horton (586)215-7060 [huhorton@gmail.com](mailto:huhorton@gmail.com)  
Dave Lucas (941)704-6736 [skipjack@tampabay.rr.com](mailto:skipjack@tampabay.rr.com)  
Michael Jones (727)560-5782 [fgctsca@gmail.com](mailto:fgctsca@gmail.com)

Cedar Key Chamber of Commerce  
(352) 543-5600 [info@cedarkey.org](mailto:info@cedarkey.org)



# MICHIGAN MARITIME MUSEUM



260 Dyckman Avenue  
 South Haven, MI 49090  
 269.637.8078  
 800.747.3810  
[michiganmaritimemuseum.org](http://michiganmaritimemuseum.org)



## ROB BARKER

**Wooden Boat Building  
 and Repair**

615 MOYERS LANE  
 EASTON, PA 18042

We enjoyed TSCA member Ron Breault's *Ash Breeze* story on the building of his lapstrake tender, *Teer*.

Now Ron's introducing us to his restored Dolphin 24 and telling the rest of this ongoing story in his book *Voyaging with Marionette*. Together we single hand sail the New England coast from Old Lyme, Connecticut, to Brooklin, Maine. We participate in some successful racing with great crews and meet some very interesting people along the way.



\$34.95 • Order online at:  
[marinermedia.com/product/voyaging-with-marionette/](http://marinermedia.com/product/voyaging-with-marionette/)

## 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](http://americanhistory.si.edu)>.

## Specializing in Small-Craft Sails



[www.dabblersails.com](http://www.dabblersails.com)

dabblersails@gmail.com  
 PO Box 235, Wicomico Church, VA 22579

Stuart K. Hopkins, Sole Prop.

## MACKINAW WATERCRAFT, LLC



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

[Allen@MackinawWatercraft.com](mailto:Allen@MackinawWatercraft.com) 517-449-6458 [www.MackinawWatercraft.com](http://www.MackinawWatercraft.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](http://www.apprenticeshop.org)



# TSCA MEMBER ONLY DISCOUNTS

## KIRBY PAINTS\*

20% OFF ON ORDERS UNDER \$119  
10% OFF PLUS FREE SHIPPING ON  
ORDERS OVER \$119

**KIRBYPAINT.COM**

\*PLEASE PHONE IN YOUR ORDER AND TELL THEM YOUR  
TSCA MEMBER NUMBER (ON YOUR ASH BREEZE LABEL)

10% OFF

OFF CENTER HARBOR  
ANNUAL MEMBERSHIP\*\*



**OFF CENTER HARBOR . COM**

\*\*OFFCENTERHARBOR.COM/TSCA

TRADITIONAL RIGGING CO.  
APPLETON, MAINE

SAILS  
RIGGING  
BLOCKS

WWW.TRADITIONALRIGGING.COM - 207.542.4385



EST. 1954



CAPE COD

# AREY'S POND BOAT YARD



Designing, building, and sailing Arey's Pond catboats and other small designs on beautiful Pleasant Bay, Cape Cod, MA.

Visit our website to learn more.

[AreysPondBoatYard.com](http://AreysPondBoatYard.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](http://BARBEYMARITIMECENTER.ORG)

AT THE COLUMBIA RIVER  
MARITIME MUSEUM

ASTORIA, OREGON  
503.325.2323

# TSCA MEMBERSHIP FORM – Join and Renew Online at [www.tsca.net](http://www.tsca.net)

**New Membership**

Individual/Family, USA: \$25 annually

Individual/Family, Outside USA: \$35

**Membership Renewal/Upgrade**

Sponsor: \$50 annually

Patron: \$100 annually

Benefactor: \$1,500

Sponsor with ad: \$75 annually

Corporate Sponsor with ad: see below

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

**Change of Address**

Chapter member?  Yes  No Which Chapter? \_\_\_\_\_

Name \_\_\_\_\_

Address \_\_\_\_\_

City \_\_\_\_\_ State/Prov. \_\_\_\_\_ Zip/Postal Code \_\_\_\_\_ Country \_\_\_\_\_

E-mail \_\_\_\_\_

Photocopy and mail to: Membership, Traditional Small Craft Association, Inc., PO Box 183, West Mystic, CT 06388. Or go online to [tsca.net/join](http://tsca.net/join)

*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

Summer 2022 Volume 43 Number 2

**Editorial Deadline: May 1, 2022**

**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@marinermedia.com](mailto:andy@marinermedia.com).

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

**Advertising Annual Rates:** (four consecutive issues of *The Ash Breeze*). Effective July 1, 2018

Sponsor, with 1/8 page ad .....\$75  
Corporate Sponsor: 1/4 page .....\$150  
Corporate Sponsor: 1/2 page .....\$400  
Corporate Sponsor: full page .....\$600  
Corporate Sponsor: back cover .....\$600

### Members' Exchange:

Boats for sale at [TSCA.net](http://TSCA.net), no charge for members.

**TIME TO RENEW?** Help us save time and postage by updating your membership *before* we send you a renewal request. Use the membership form **above**, renew **online**, or you send the **address portion of the back cover** with your payment.

## TSCA Wares

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

**For issues before 2011 contact**

Flat Hammock Press

5 Church Street, Mystic, CT 06355

860-572-2722

**For issues 2012 to current contact**

Andy Wolfe

540-264-0021, [andy@marinermedia.com](mailto:andy@marinermedia.com)



**TSCA Burgees:** fly our burgee with pride. Measuring 18x12 our nylon burgee has brass gromets. \$29

**Caps:** Our navy blue TSCA caps feature a 6-panel design made with 100% brushed cotton, and a brass grommet and adjustment clasp. \$20

**Embroidered TSCA Member Patch** is 3 inches and can be added to your favorite blazer, sailing jacket or hat. Iron on for positioning. \$3

**T-shirts:** preshrunk cotton/polyester blend, light gray with TSCA logo and stylistic black artwork by Barry Long on the back. Sizes S, M, L, XL, and XXL. \$20

**TSCA Member Stickers** are great for autos, boats, water bottles, and more. They won't fade or crack. \$1.50

**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

**Order at [www.tsca.net/shop](http://www.tsca.net/shop)**

Prices include shipping to lower 48 states.



# ADIRONDACK GUIDE-BOAT

[adirondack-guide-boat.com](http://adirondack-guide-boat.com)

Free Catalog Available  
Order online

Order now for Fall Delivery

Checkout our  
online store  
for used boats  
and trade ins

Custom Cherry Oars  
included with all Boats

Ask about discounted home delivery

Like us on Facebook at  
[facebook.com/guideboat1](http://facebook.com/guideboat1)

6821 Rte 7 S.  
N. Ferrisburgh, VT 05473  
802-425-3926  
[guideboat@agboats.com](mailto:guideboat@agboats.com)



The Traditional  
Small Craft  
Association, Inc.  
PO Box 183  
West Mystic CT 06388

CHANGE SERVICE REQUESTED

Non-Profit Org.  
U.S. POSTAGE  
PAID  
Pontiac, Illinois  
PERMIT NO. 592



Join our "Traditional  
Small Craft Association"  
Facebook group!