

The Ash Breeze

Journal of the Traditional Small Craft Association

FIRST TIMERS VIEW OF THE MID-ATLANTIC SMALL CRAFT FESTIVAL

IN THIS ISSUE

Gardner Grant Dory Build

Building a Lighthouse
Keepers Boat, Part 2

Building the First Sjogin Illa,
Part 2



VOLUME 43, Number 4 • Winter 2022 • \$4.00



The
Ash
Breeze

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

Communications concerning membership or mailings should be addressed to: PO Box 183, West Mystic, CT 06388. www.tsca.net

Volume 43, Number 4

Editor:

Andy Wolfe

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: Photo by Andy Wolfe from the Mid-Atlantic Small Craft Festival.



PRESIDENT'S MESSAGE

Michael Jones

"Life is what happens when you're busy making other plans."

– John Lennon

At the end of September, as we prepared for our trip to the Mid-Atlantic Small Craft Festival (MASCF), plans suddenly shifted from the boat and trailer traveling at interstate speeds to batten down the house, shop, and boats for Hurricane Ian. With the entire west coast of Florida at risk, all other plans stopped, and everyone prepared for the worst. The aftermath of the storm will be a long-term recovery for those in the center of the path and survivors' guilt for those of us that were spared from the brunt of the storm.

By all accounts the MASCF was still a success, despite the greatly reduced number of boats and participants due to the impact of Ian on the southeastern coast of the US. Spending time with friends and meeting new people with the same interests is always rewarding, regardless of the weather.

On the national level, the Traditional Small Craft Association is looking for ways to increase communication and interaction between the local chapters. To accomplish this goal, we will need input from the local chapters. Plans are being made to have a virtual meeting of the chapter representatives this spring for sharing information about activities and ways in which we can work together. Please make sure that your chapter's representatives' information is up to date and correct. The monthly TSCA council meeting is always open to members, so please contact a board member if you wish to make a presentation, request event funding, or have comments.

Thanks to Andy Wolfe and Mariner Media we have an excellent website where anyone can browse past issues of *The Ash Breeze*. I hope everyone takes advantage of this resource and will use it for inspiration and as a guide for more stories. If you have videos, activities, or building projects that you can share, we would like to build an online library at TSCA.net. Better yet, if you have YouTube and Instagram experience and would like to help coordinate our expansion into the virtual world, your help would be greatly appreciated.

Off Center Harbor's Worldwide Classic Boat Show for 2023 will be in February, and posting pictures of your chapter and/or boats

continued on page 27





AN EXCEPTIONAL FALL CRUISE

By Gregory Taylor

The Old Bay Club (OBC), a Chesapeake Bay Chapter of the TSCA, got in some late season sailing. Planning it months before as a cruise, more than half the club sent word of their intention to sail the first weekend in November. We all hoped that the weather would cooperate, while several of us knew that the location and hospitality would be top notch. When the date drew near, the forecast was very good—Indian summer conditions. We would sail, but not before a beachfront BBQ reception, where reunions and new member introductions were held. Oysters were shucked, hors d'œuvres devoured, and homemade sweets gained our full attention. The moon rose over the James River, the fire ring blazed, and the festivities rolled on beyond dinner.

Governor's Land Marina in Williamsburg, Virginia, was our homeport. Friday morning, OBCers were guests for coffee and breakfast at the harbormaster's dockside office.

The welcome continued as we brought the boats to the ramp, finding generous assistance with lines and launching. Yes, one of us is a long-time member in this private community. Our thanks go to the good people there. You may be assured we were on our best behavior.

Winds were to be light that day; however, we got underway, riding the last of a rising tide as we pointed up the river. Skies cleared, but the wind dropped, even as the tide turned against us with our destination a few miles further on. Before long we heard our host on the radio calling us to use engines. With this, we were able to stem the tide and reach our lunch stop off Kennon Creek. This bight in the James River is very near the site of Fort Pocahontas, which was an earthen fort that served as a Union supply depot during the Civil War. It had been largely forgotten and untouched by development for 130 years, until Harrison Tyler purchased it in 1996. Tyler, born

Top: Lunch in Kennon Creek Cove. **Below Left:** Old Bay Club Gang. **Below Right:** Chippokes Raft-up.





***Above:** Morning Light. **Below:** Doug and Bobby.*

in 1928, is the grandson of our 10th president, John Tyler, and a descendant of John Rolfe, Pocahontas, and President William Henry Harrison.

Our overnight anchorage was marked on the chart as a cove well off the main part of the James. A single foot of mean, low water almost surrounded the place, so we all followed in behind our leader. The water was so still at night that our boats did not rock at all. No wakes, no bugs, and no noise. The morning was just as peaceful. With tents folded away and breakfast complete, we started out again.

Our destination for the second day of sailing was back down the river about half the distance travelled the day before. We had a better forecast of wind, which soon filled in. All sailing our best, we found ourselves challenged to make headway. Tacking into current resulted in quite a lot of sideways sailing, and so most skippers added the iron wind until the tide slackened a bit. A freshening breeze had some of the fleet tuck in a reef, but this was shaken out a bit later.

After some great sailing we soon reached the entrance to the Upper Chippokes Creek. We found navigation there a bit tricky. First to arrive, Bob reported the wind as “coming from all directions” but then, beyond the confluence, we all joined up. We rafted up again deep behind a point of land to starboard, protected in another perfect little 3-foot-deep sanctuary.

The name Chippokes was derived from Algonquian Indian Chief Choapeake, who befriended English Settlers in Jamestown. It is a waterway of unspoiled beauty. The creek itself narrows but is navigable a long distance as it winds into the land. Bald Cypress trees grow tall out in open waters of the creek. A Bald Eagle flew high above, its white head and

tail feathers unmistakable. We were all happy that evening in the raft, recounting the day and dining from our little pocket kitchens. Another quiet night awaited. Well after dark, an owl was heard. Later still, some larger animal on land; perhaps a deer?

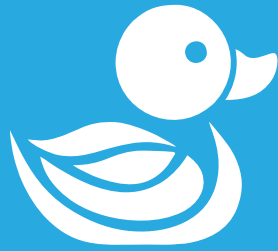
Sunday broke with the weather still warm and bright. We began our last day with anchors hauled aboard, heading out to the James. Some of the group delayed their departure, choosing to extend the pleasant morning with a chat or an exploration up the creek.

Clearing the creek, a single starboard tack put boats along the north shore and then across the mouth of the Chickahominy River back to the marina.

The history of this area combined with the natural environment is so rewarding to take in. The Old Bay Club will likely return, perhaps in spring, but, for now, we know how fortunate we were to be able to have this trip work out so well.

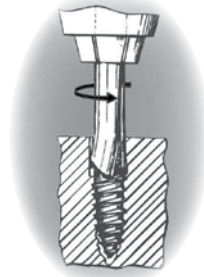


HATCHES
EPOXY
GLASS CLOTH
HARDWARE
NAV LIGHTS
CLEATS
TOOLS
BOAT PLANS
BEACH ROLLERS
ROPE
PAINT



DUCKWORKS
BOAT BUILDERS SUPPLY
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



Time
to Row
Forward

gryffynrowing.com



Heritage Coast Sailing and Rowing

Promoting Community
Boat Building, Sailing,
and Rowing on the
Heritage Coast of Michigan

989-460-2642 • www.heritage-23.org

Come sail and row on beautiful Tawas Bay



Your Chesapeake adventure begins here!

CHESAPEAKE BAY MARITIME MUSEUM

213 N. Talbot St., St. Michaels, MD | 410-745-2916 | cbmm.org



SOJOURN'S JOURNEY

BUILDING A PAUL GARTSIDE SJOGIN III

Part 2 of a series by Steve Brookman

In the last issue we left off looking at a big bowl of boat after its successful turn over. Glued lap construction does not need framing, so without a centerboard there is an amazing amount of uncluttered space!

Installing the 3"x7/8" beam shelf was next. I used clear vertical grain Douglas Fir (DF) from the local hardware store. Paul said that installing them would be "fun"; I was thinking of other words. The forward 12' I managed to fit using all of my C-clamps. There was no way the stern section was going in without a fight. After several failed attempts I eventually cut it from a pattern, lengthened my 4' steam box, and after steaming, voila, it was in. I should have tried that sooner. I also ordered 30 more C-clamps; gonna need them.

With the beam shelf in place, I filleted all the interior laps—not a fun task. I started using Thixo but soon realized it would take *a lot* of tubes, so I made my own goop with microballoon, wood dust, and silica mix. Once the interior laps were filleted, there was a lot of scraping and sanding. Isn't there always?

A major concern in opting for bilge keels was ensuring they had adequate support. To that end I laminated 1" black locust bilge keel pads and doubled the planking under the pads. These pads will be captured by the cabin and bridge

deck bulkheads, making a rigid box structure with a black locust ring frame forward of the bulkheads. Each keel will be secured by 10 $\frac{3}{8}$ " SS through bolts. I was not looking forward to the installation, but that was a ways off.

I was fortunate that Americas Wood Company had a rather large (16" bole) black locust (BL) log. I had it milled to various thicknesses that I anticipated needing. I mentioned that I have a love/hate relationship with BL, but it is the perfect wood for the next project, the floors. To get their shape I used the method of hot gluing small pieces of scrap used at WoodenBoat School. I managed to get half of the floors installed before the temps dropped and I had to retreat to the old heated workshop.

In the cramped but comfort of the shop I glued up some BL and started carving the curved bowsprit. It felt good to be making shavings even though I won't be needing it for a while. Another winter project was the rudder. I opted for DF—rather than plywood—ripped it, and alternated the strips. Then I got after it with a power planer and 40-grit belt sander—fun! I will finalize the shape after it is installed. The forward end will be rounded over, aft end tapered, and then covered with Dynel and epoxied.

Finishing the peapod in the old workshop—snug!



Hot gluing scraps to fit the floors.



MICHIGAN MARITIME MUSEUM



260 Dyckman Avenue

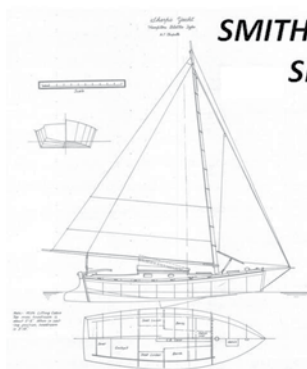
South Haven, MI 49090

269.637.8078

800.747.3810

michiganmaritimemuseum.org

SMITHSONIAN BOAT AND SMALL CRAFT PLANS

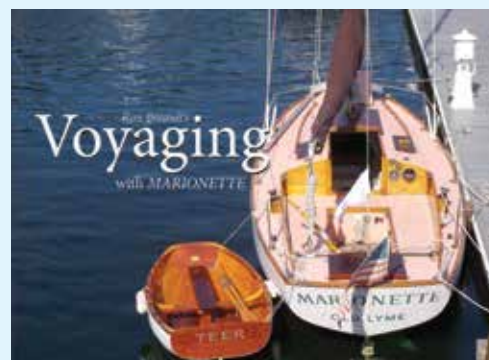


The Smithsonian has hundreds of boat and small craft plans from the publications of Howard I. Chapelle; the 1937 Historic American Merchant Marine Survey; Harry V. Sucher's *Simplified Boatbuilding* volumes, and many others.

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.

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/



ROB BARKER

Wooden Boat Building
and Repair

615 MOYERS LANE
EASTON, PA 18042

Specializing in Small-Craft Sails

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 517-449-6458 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



Old Anacortes Rowing and Sailing Society

www.oarss.org

Rowing together to enjoy, honor and promote wooden boats and small craft traditions



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

GENTRY

* Extraordinary Boats *



Plans and Kits

Ultralight, Inexpensive and Easy to build
Sailboats, Rowboats, Canoes, Kayaks
and more.

GentryCustomBoats.com



TELL YOUR STORY

CONTACT US AT 540-264-0021
INFO@MARINERMEDIA.COM



rmorrisonphotos.com

RICHARD MORRISON PHOTOGRAPHY

207-754-1033

RMORRISON1214@GMAIL.COM

You Can Do It

Beautiful
Kits Ready
to Build



Sail
Row
Motor

10-20'

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



Paul's plans don't call for watertight compartments but going for strength and being safe rather than sorry, I would add a couple. They were cut from $\frac{3}{4}$ " marine ply, glassed, and epoxied with gasketed cutouts and BL dogs.

Once the outside temperature allowed it, the watertight bulkheads were installed fore and aft. The remaining floors were installed, lag bolted, and filleted. The bilge then got a layer of fiberglass, epoxy, and coats of very smelly 2-part epoxy bilge paint. Then it was deck beam time, and there were a lot of them, some laminated, most sawn. BL was laminated to form a 3"x3" beam that would support the tabernacle and the forward end of the cabin. It would rest on a BL ring frame attached with two $\frac{3}{4}$ " marine ply knees on each side. Having a keel stepped mast as in the plans would make raising and lowering difficult, so I opted for a tabernacle and had to ensure that it would have enough support. In addition to sitting on that 3" deck beam, the tabernacle will be bolted to the forward end of the cabin, which was doubled $\frac{3}{4}$ " ply.

Then came 2020, and we all know what happened that year. While the pandemic was wreaking havoc worldwide, it had

little effect on me being retired and working solo in a boat shed. Other than masking when making the occasional run to the grocery or hardware store, it was life and boat building as usual, just not much interaction with anyone else.

That summer I decided to hire a contractor to build a new workshop. I had been overjoyed when we moved here that our new place had a heated shop, but the size, design, and condition soon had me dreaming of what could be. I could only work on one side of a small boat at a time, having to move tools and benches to get to the other side. When visiting us, Susan's father—now 100 years old—an excellent wood worker, said one thing he regretted in life was not having a proper workshop. Since being retired and building boats was how I was going to spend my time, I bit the bullet and committed to having a new shop built.

The shop would be a cedar clad 40'x20'—open floor plan, 9' overhead, loft above for storage—with a 12'x8' bump out on the sunny southern side for Susan, a greenhouse/stained glass studio, and a lean-to with plenty of storage space on the north side. The 2'x6' construction allowed for plenty of

Top: The original workshop.

Bottom: My dream workshop: 20x40 with a 12x8 area for Susan, storage under the lean-to.



Top: Bowsprit, carved to shape from laminated black

locus. **Bottom:** Bilge keel being welded to shape. Interior will be filled with lead. Estimating 200# each.



insulation. The small Fisher wood stove from the old shop would be the primary source of heat, while a heat pump could be used when the wood stove was not in use.

I never told anyone but I did have a timeline, and having this shop built was slowing progress, so while my dream shop was being built I had the table and band saws set up in the garage so I could continue to work on *Sojourn*. The shop was completed by late summer, and I took some time to install a dust collection system and build several benches and tool and clamp racks. Thanks to Norm Abrams for his many workshop project ideas.

Next up was that major change from the plans: the bilge keels. (The first installment has a sketch and discussion of their design.) I met a welder while volunteering at the local food pantry who offered to make them. He was quite a crusty character, living off the grid with his wife. Their place was a scattering of outbuildings, gardens, rusted trucks and tractors, and even an old school bus filled with who knows what. Maneuvering through his workshop required dexterity and a good eye. But he knew how to weld.

Top: Cockpit carlins, forward deck beams and cabin bulkheads installed. **Bottom:** Mizzen arch being laminated from steam bent veneers of black locust.



I made a template of *Sojourn's* bottom camber so he could bend the top plate to fit. It was good that I asked him to start the keels early on. While he does nice work, it does not happen quickly. The keels eventually arrived, and the timing worked out, as I was ready for them. I surprised myself as I managed to get one dry fitted after digging a hole in the dirt floor and maneuvering the 200# keel with a cherry picker and motorcycle jack.

Once I knew that they would fit I brought them to a sandblaster. They came back glowing brilliantly and then got many coats of 2-part epoxy primer. Now it was time to get them installed for real. I have to admit to panicking a bit. Getting a heavy piece of metal to line up with the 10 holes was daunting, considering that leaking was not an option. Complicating the matter, not only was there not much room under the boat, some holes on the top flange were so close to the keel that I had to borrow a flexible bit from David. I really did not want to screw up after getting this far with this project, so I called local boat builders asking for advice. Living in Downeast Maine, there are a lot! Brion Reiff was kind enough

Top: Fitting a pattern for the tight bend to join the coaming sides. **Bottom:** Calling all clamps! Four veneers of black locust being clamped in place with cauls.





Checking the fit of the outboard on its sliding mounting bracket.



With the rudder hung, the tiller had to be designed to clear the coaming, and aft stemhead, while fitting under the mizzen arch.

to stop by. He assured me that I was on the right track: drill the holes oversize then epoxy any gaps. Reinforcement from a professional was appreciated.

Twenty bolts, lots of Sikaflex, and some blue language later, the keels were on! I flooded the hull from a garden hose and got a 95% on the leak test. One bolt did leak as I was too aggressive wiping the sealant before it set. While this was a confidence builder, only an actual launching would determine if it really was watertight.

With cabin and bridge deck bulkheads in place it was time to design the cabin. I knew from the start that putting a cabin on what was designed to be an open daysailer was going to be a visual challenge. Building it not so much, but making it look like it belonged there was. There are too many boats where a boxy cabin house destroys the look of an otherwise attractive hull.

I started with a crude mock up. I had Susan sit on the makeshift floorboards to ensure she was happy with the headroom. Since neither one of us are very tall, having a snug cabin was not an issue, but having a boxy ugly one was. I would laminate the cabin top from 3 sheets of 4mm marine ply, eliminating the need for deck beams. I used “tricks” designers use to help visually: cambered the cabin top and

lowered the trim on the cabin sides. It was also important to angle in the sides and front of the cabin. Two degrees seemed to be eye-pleasing, so I went with that. While building boat in a shed you can't get the big picture from only a few feet away. I had to accept, and hope, that the cabin would fit the boat but won't know for sure until I view it from a distance.

Back to the cockpit, adding that aft watertight bulkhead necessitated changing the cockpit seating and caused some serious head scratching as to how to access any mizzen fittings. It was obvious that I couldn't reach much through that small access port. The solution I came up with was to make the aft deck section removable. But that part of the decking would have to wait until I could get the rudder installed and see if the mizzen and its arch would even fit, as I was running out of real estate back there.

The deck carlin (DF) that would define the curved coaming was sawn and installed. The coaming would have a 10-degree bevel for comfortable seating. The 18 deck beams (DF) with king planks were installed then overlaid with ½" marine ply, except for that stern area. I finished the top of the cabin and made a sliding hatch out of BL and yellow birch before I needed to retreat to the new workshop for another set of winter projects.



That winter I basked in the warmth of my new workshop and worked on the spars, hand rails, hatch boards, and tabernacle and laminated the gaff jaws and mizzen arch. One project that I wasn't happy with was my attempt to make gudgeons. I couldn't take the bronze casting class at WoodenBoat School due to summer scheduling conflicts, but I thought I might be able to manufacture them using bronze plate; not so. So, I contacted Port Townsend Foundry and got reassurances from them over a several month period that they could and would cast them for me. I did not want to commit to the mizzen without having the rudder installed to ensure that everything would fit. Drawings only get you so far; I needed to see if the tiller angle, and shroud placement, would fit and function in real life. So, I was stuck waiting for the gudgeons that never happened. Pat Fanelli thankfully came to the rescue. He is a carver and surprised me one day when he dropped off beautifully carved gudgeon patterns. He not only carved them, he dropped them off at Chris Gamage's Bog Bronze over in Rockland. A couple of weeks later I had shiny pieces of bronze in hand and could finally decide: sloop or yawl!

Spring arrived again, and back in the boat shed I got the rudder hung on the new gudgeons and pintles. It was now time to tackle that curved coaming. When first viewing Paul's plans I knew that the coaming would be a daunting woodworking task. He called for steam-bent oak, but of course I had to go with black locust. Anyone who has worked with wood knows it can have a mind of its own. The port side coaming (6"x½") went in after soaking with hot wet towels (6" was too wide for my steam box) with the normal amount of clamping and fussing. The starboard side however fought like the dickens, refusing to cooperate. Susan heard the frustration coming of out the shed and came to my rescue. With another set of

hands and more clamps we got that side secured. Now it was time to deal with that tight bend.

A pattern revealed that it would take a very wide piece of wood to make that bend fair. I had a slice of 14" locust that would have to do, probably needed 20" or so to really make it fair. Four ¾" veneers were soaked and steamed. Using cauls, clamping them and letting them dry did the trick. After gluing I opted for simple half lap joints. Several coats of varnish later it was so nice to sit comfortably in that cockpit with that 10-degree bevel!

After researching and reading positive reviews I ordered the ePropulsion Spirit 1.0 electric outboard. When it arrived it got a test fit on the sliding bracket per Paul's plans, which is a clever way to hang a motor on a double ender. It should have adequate access for installing and removing while underway.

That summer I had taken Erica Moody's Metal Working Class at WoodenBoat School. In addition to being a nice person she is a skilled artist and excellent instructor. I was a remedial student, having taken her class several years before when we made a bronze traveler for my melonseed. I never did any metalworking after that class, so I needed a refresher. This time I paid more attention, as knowing how to silver braze fittings will save trips to the foundry, hardware store, and chandlery.

Because of the bilge keels I had to order a custom trailer. Due to supply chain issues, I couldn't find a place in Maine to make one, so I was directed to Triad Trailers in North Carolina. I worked with Mike Orro and was very pleased with the end result. David Wyman once again came to help and did his best Archimedes impersonation using his lever to get *Sojourn* nudged in place on her new set of wheels.

Next issue: *Sojourn* sees the light of day and gets wet.

*Beam shelf fitted, can't have too many clamps,
so I ordered more.*



*Erica Moody and Paul Gartside stop in
for visit while teaching at WBS.*



DRUM POINT LIGHTHOUSE

“KEEPER’S BOAT”

Part 2 in a series by Mark C. Wilkins, Curator of Maritime History and Boatwright, Calvert Marine Museum

In the first installment of this series of articles, we covered the research and development of the Keeper’s Boat’s design, as well as the construction of the white oak backbone for the boat. In part II, I will cover the construction and setting up of the super-beam, molds, and ribbands; the completion of the centerboard and its box; and the steam-bent white oak framing.

After the backbone was bolted together, it was aligned with a super-beam made up of dimensional 2"x8's that was lag-bolted into the roofing cross ties. The keel was thus aligned using a plumb bob precisely below the beam. This beam would serve two main purposes: to tie in and support the molds athwart and to use as a means of bracing the steamed oak frames at the turn of the bilge.



Once the beam was securely fastened, the backbone was blocked up, using a line level, to a leveled waterline. Then the blocking was fastened to the shop floor, and the keel was cleated athwart to prevent it from moving side to side—the stem was tied into the ceiling as well. Before molds could be set up, the centerboard and box needed to be finished, since, once the molds were in place, this entire area would be “captured” by same. As discussed in the last article, the bed logs and planking were made from Cypress, which was drifted

with $\frac{3}{8}$ " bronze rod. The board was made from tongue and groove white oak and was similarly drifted.



The molds were made from #2 pine and were picked up from the lofting floor and faired up. They were pieced together such that the grain followed (mostly) the curve of that particular station. The molds that fit around the centerboard box were made accordingly to accept it. The placement for the molds were marked on the top of the keel, and then the molds were placed one by one on the keel, toed in, then plumbed, leveled,



and braced athwart into the super-beam and fore and aft using scrap timber as bracing. Thus, the molds were secured relative to side-to-side and fore-and-aft movement—the pressure of the ribbands would be substantial, so we did not want the molds moving at all.

After all the molds were in place, they were beveled to accept the ribbands. Some builders skip this step, but I wanted a super secure “basket,” formed by the ribbands, that would take a lot of abuse—bending stubborn white oak frames to their inside, as well as being able to withstand us climbing in and out of the structure to work it. One by one the molds were faired fore and after relative to each other. Some padding and dressing of molds was required to give the boat a fair run when the ribbands went in. Important note: this boat was going to be carvel planked, so some adjustment aft was necessary to ensure that the curves depicted in the lofting were indeed able to be planked efficiently.



Ribbands were made from clear Douglas fir and had to be scarfed together to make up the required lengths (the boat is 22' long). They were then bent onto the molds, beginning with the sheer, and fastened using pan head screws and washers—so as not to split the ribbands. The ribbands serve two main purposes: to fair up the molds relative to one another and to line off for the run of the planking. For the Keeper's Boat, the plank widths are represented by the distance of the top to top of each ribband working from sheer to garboard. Taking time to make sure each plank run will lay on the molds correctly is important to prevent excessive backing out (hollowing) of plank stock or dubbing of frames. When the ribbands were tweaked and secured and we were satisfied with the run of the planking, we stood back and admired the boat taking shape. Next step: steam bending the frames.

We acquired a good quantity of 8/4 green, white oak from an Amish sawmill near the museum, and stored it bundled in wet rags and out of direct sunlight. With stock in hand, we could begin setting up for steam bending. When I worked on Cape Cod, I used what was termed a “Crosby Frame Snake” to get the shape of a given frame at a specific part of the boat. It is made up of short lengths of oak that are either riveted or fastened with bolts, washers, and wingnuts. This is then set to

the inside of the ribbands, bolts tightened, and then carefully removed and placed on the bending deck, which can either be the shop floor (if its wood) or a piece of $\frac{3}{4}$ " plywood. The shape described by the frame snake is thus transferred to the ply or floor, and cleats are then bolted or screwed to act as a bending jig. We put a little overbend in the shape to aid in fitting the frame well to the ribbands. A steel compression strap, gun tackle purchase, and a come-along completed the bending setup. Our frame scantlings were $1\frac{1}{4}$ "x $1\frac{1}{2}$ ". This would allow a little extra stock for dubbing, if need be.

We cooked our frames at 180 degrees for about 40 minutes or so, then whipped them out of the box and onto the bending jig. The bending strap helped keep the wood fibers in compression while they were being bent. Care must be taken in terms of stock selection—grain running parallel to the outer edge of the frame is important. After about 15 minutes, we fastened a spall on the head and heel of the frame, and took it off the jig and put it into the boat. We worked quickly to impart any twist necessary and used small ply clamps and wedges to aid in securing the frames to the ribbands. We used a good old-fashioned steel C-clamp on the sheer so we could pound the frame head to help seat the frame to the ribbands. Working amidships to the bow posed few challenges, but the reverse curves near the transom required some “persuading” to get them to seat well, by means of Spanish windlasses, come-alongs, bracing from the super-beam, and some salty talk! By and by our boat was timbered out, and before fastening, a limber slot was cut near the keel in each frame. This and the frame end were painted with red lead, then fastened with a bronze screw. The next step (article #3, Spring 2023) will be to fit the floors and bilge board stringers—then on to planking!





REPORT ON THE RECENT WELLFLEET ROWING RENDEZVOUS, WRR #9

By Walter Baron

On a beautiful late September day, about 100 rowing enthusiasts, beach goers, and observers gathered on one of the most beautiful beaches on Cape Cod—Mayo Beach in Wellfleet—to row, eat oysters, and enjoy the day. Blue skies, a light breeze, warm temperatures, and an incoming tide, combined with about 18 boats, made a great day on the waterfront. The boats ranged from an 8' pram to a 25' four-oared coxed gig from the Cape Cod Maritime Museum and included a couple of Nor'Easter dories, an old Swampscott dory, a couple of pea pods, a Merry Wherry sliding seat boat, an Atlantic 17, a Vermont Fishing dory, a Shellback dinghy, a Crawford Melonseed, a couple Pete Culler designs, a Paul Gartside design, and a few flat bottom skiffs. The oysters, sandwiches, and cookies disappeared, and soon the beach began to clear of boats and people. Many thanks to the sponsors of the event—Old Wharf Dory Co., S.N. Smith and Son, and South Shore Boatworks—and to the Cape Cod Chapter, TSCA, and the town of Wellfleet for helping to make this happen. Stay tuned for WRR #10—there may be something special in the works.





A FIRST-TIMERS VIEW OF THE MID-ATLANTIC SMALL CRAFT FESTIVAL

By Donald Dill. Photos by Andy Wolfe.

Too often, time gets away from us. Some of us struggle with the very rare balance between making a living and living a life. We tell ourselves, “Well, there’s always next year.” That happened to me in regards to the Small Reach Regatta in Maine.

For years, living in New Hampshire, I would sail/row places like Kennebunkport, Little Chebeague Island, Jewell Island, Hermit Island, and the surreal Basin Island. But I never made “the regatta” a priority, telling myself there’s always next year. Fast forward to 2021. I had moved to North Carolina several years back in connection with a career transfer and to take advantage of the less bone-numbing property prices and water temperatures.

Reading the Fall 2021 *Ash Breeze* article about the 15th and final Small Reach Regatta gave me a sense of missing out on something special. The Winter 2021 *Ash Breeze* had an article about another special boat event I had let be consumed by the “maybe next year.” The Mid-Atlantic Small Craft Festival (MASCF) in St. Michaels, Maryland. These articles solidified my resolve to not let that happen again. I was going to go to this one. Little did I know, at the time, that another first-timer was planning to attend: Hurricane Ian.

There were a few of us making the trip who represented the Traditional Small Craft of Raleigh chapter, but Bobby was the only one that had previously attended the festival. We all took the outside passage (Bay Bridge Tunnel). My beautiful and talented first mate and I made the haul without issue, and by supper time our Menger 19 Catboat, *Finale*, was snug in a berth at the Chesapeake Bay Maritime Museum. My immediate impression was that it felt like Old Mystic Seaport in Connecticut. We were warmly welcomed, as several introductions were made as well as an invitation to dinner at one of the dockside restaurants. It was already worth the drive.

Back at the dock after a great meal, contently in our bunks, we were gently rocked to sleep. Later that evening, I was reminded of something you typically don’t have to think about when sailing on North Carolina rivers and sounds... the tide. So up on deck I went to slacken the stern line before the cleat released its hold on *Finale’s* deck. Still later, the wind and chop increased so that by breakfast our usually settled catboat was dancing around like a puppy anxious for its morning walk. Anticipating the preparation of breakfast on board would be challenging at best; the B&T first mate



recommended moving the galley ashore to the aft deck of our tow vehicle. I concurred.

A newly issued small craft advisory, confirmed by the numerous white caps in the Miles River, prompted the cancellation of the planned gunkhole trip to Wye Island. That was disappointing but not disheartening. There was plenty to see at the museum and more friendly introductions to be made. We were beginning to realize that this is not just a sailing event—definitely not a boat show—but a family reunion centered around a long-standing love of small boats and their owners. And we were, as distant cousins, being welcomed and encouraged to stay and play.

The river flattened out Thursday afternoon, allowing a few of us to get out for a short sail as others returned from their overnight haven up Leeds Creek. Everyone was eager to help get the boats safely onto the available docks: finding space, catching dock lines, setting spring lines. Tom Shephard was even towing some new arrivals over from the boat ramp with the museum's skiff. Thursday night on *Finale* was still more fun as her swaying waltz became a bounce and jerk polka. We did get some sleep, but we were very happy to disembark as soon as the sun came up.

As Ian was due to show up Friday afternoon, we decided to ride the storm out on the trailer in the museum parking lot.

We were not alone. We are fortunate that *Finale* doubles as a camper. Surprisingly, as the storm got closer, more boats came in and more tents went up. We took the opportunity to check out the town which is well within walking distance from the museum. Andy Wolfe was kind enough to drop us off at his favorite coffee shop, and we spent the morning exploring St. Michaels. By noon the rain had started in earnest. We gathered under the big tent for the BYOE (Bring Your Own Everything) cookout, and the museum provided fresh oysters. There was plenty for all with good food, good conversation, and live music. Later in the Steamboat Building, we learned and sang many (some loosely) boat themed songs and sea shanties as several talented musicians provided accompaniment. What a fun time.

Saturday, we woke to—surprise!—wind and rain. A continental breakfast in the Steamboat Building sponsored by the TSCA brought us all together. It pushed the weather at least to the back of our minds, as, once again, I met boat cousins I didn't know I had. During breakfast, Jen Kuhn from the museum shipyard came looking for assistance with storm damage to one of the museum's dead rise fishing boats. Ian had collapsed its roof, and help was needed getting it off the boat and dock before it caused more damage or went in the harbor. There were several volunteers, and it took less than

TSCA sponsored breakfast for everyone.



A happy, happy, happy Capitan Doug Oller.



half an hour to get the roof and debris cleared. This work was one of the highlights of the week for me. The weather cleared enough by midday to hold a sailing race. Five or six boats participated, and I was fortunate enough to crew on Bobby's *Lagniappe*—another little extra gift and another highlight of the event. Saturday evening there was the awards dinner in the big tent at the water's edge. Thankfully, the tent had side walls. The catered meal was great by itself, with awards given for just about everything. They also had a looping slideshow on a big screen with photos from the weekend events, which interestingly captured everything except the storm.

Had there really been a storm? Everywhere I looked was foul weather gear and knit caps and I even saw a pair of mittens. But when I looked at the faces of all these newfound "cousins," I didn't see worry; I didn't hear complaining. I saw smiles; I heard laughter. I felt part of a new kind of family, a small boat family that comes together to row, to sail, to remember, but most of all to share this love of small boats. Ian may have soaked everything, but it did not dampen the spirits of those who attended the 39th Mid-Atlantic Small Craft Festival.

After all, boats are *made* to get wet.



CANOE SAILOR

Chuck Sutherland & Marilyn Vogel
2210 Finland Rd, Green Lane, PA 18054
marvogel@verizon.net
canusail.org



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

How To Build A Wood-Strip Rowboat In A Two-Car Garage



Brian Ramoly

Let this book serve
to fuel your
woodworking
daydreams or get
your wood-strip boat
project back on track.

**Available at
Amazon.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, oldwharf.com



SEE YOUR AD HERE!

Advertising Rates are on page 31

EMERALD Marine Carpentry

J.A. STEWART
OWNER & SHIPWRIGHT



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



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



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.

www.pineisland.org

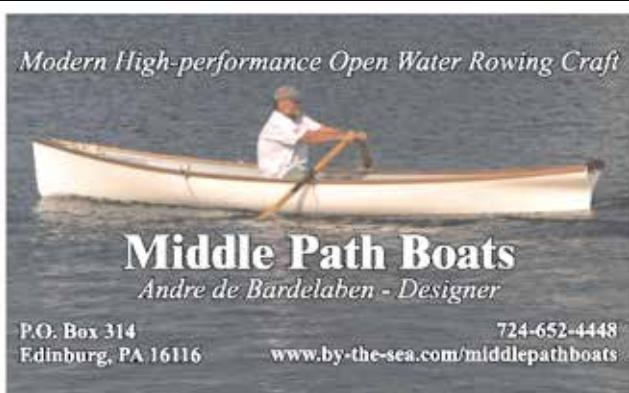


drathmarine

<http://drathmarine.com>

1557 Cattle Point Road
Friday Harbor, WA 98250

Mole got it right...



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

Michael Jones

St Petersburg Florida

Joinery for yachts
Small craft design/build

727.560.5782

jonesboatworks.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:

tscanet/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 • Lee Caldwell • Norm Greisen • Samuel E. Johnson • Thomas E. King • Robert E. "Bub" Sullivan • John Weiss

Generous Patrons

• Roger B. Allen • Harold & Marie Aune • Donald Betts • Michael C. Bill • Kim Bottles • Willard A. "Bill" Bradley • Mary A. Brown • William "Bruno" Brungardt • David & Katherine Cockey • William Edwards • Ben Fuller • Richard & Susan Geiger • Justin Gibbons • Arthur Haberland • Paul Hayslett • Robert & Jill Hazard • Colin O. Hermans • Martin Heyman • Richard Honan • Mark Hovermale • Andy Jahn & Virginia MacIntosh • Reade & Molly James • Charlie Jones • Carl B. Kaufmann • David Kavner • Harvey Kerstein • David Kowall • Paul & Sharon LaBrie • Stephen Leek • Kent & Audrey Lewis • Jean Jacques L'Henaff • Owen X. Loprinze • Pete & Susan Mathews • Jonathan & Jessica McNally • Jude Miller • John S. Montague • Mike Moore • Richard Peterson • Robert Pittaway • Ron Render • Bill & Karen Rutherford • Clayton Seelgen • George Shea • Donald "Rock" Singewald • Eric T. Slosser • John E. Stambaugh • Zach Stewart & Annie Sommerville • Bill Stirling • Daniel Streeter • Thomas N. Tomlin • Don & Sheila Traut • Reagan Tucker • Suzan Wallace • Chris Wick • Jeff Wilson • Andy Wolfe • Richard C. Wolfe • Ron & Laurie Wurst • David B. Wyman • Joel Zackin

Sponsor Members*

• Douglas Alvey • Thomas G. Avgeris • Richard Axt • Bob Barnett • William Bellows • Allen Bennett • Eric Blake • Kent & Barbara Bleakly • P. M. "Mike" Bretner • Gene Browning • Michael Burwell • Richard A. Butz • Charles Canniff • James Capezzuto • Nathan Carey • Fritz Carmine • Karl Christoffers • Donald & Faith Clendenen • Ted Cody • Lee & Linda Conrad • Brian Cooper • Patricia Dallam • Julius Dalzell • Patrick Daniels • Philip Davis • David Deaville • Jim Denovan • Paul Deorsay • Paul DeRoos • Russell Dewey • David Dickmeyer • Dick & Sharon Dodson • Greg Dudley • Christine Ellin • Sam & Debbie Elufson • John England • Paul Erickson • Tom Etherington • Cricket Evans • Donald Finkle • Michael Galasso • Donald Gallagher • Edward Geyh & Alden Dumstead • David Gillette • Roseann & David Gode • Peter Gottlund • David & Emily Green • Gordon Greene • Brian Guzas • Lawrence Haff • Christopher Hall • Jeffrey Hallock • Dick Hamly • Keith Hammitte • Bryan Hammond • Denzel Hankinson • Charles L. Hatton • Allen Head • Peter Healey • Douglas Heisler • Peter Hendrickson & Nancy Temkin • Dean & Susan Herring • Allen Hinkey • James Holland • Kevin W. Holmes • John & Deneen Homer • Charles Jahn • John Janicek • Thomas Jarosch • Peter Jay • Clifford Johnson • Frank Kahr • Walt Kangas • Bruce Keefauver • Stephen Kessler • Francis Kieliszek • Andrew Kitchen • Douglas Klaucke • David & Sally Lawrence • Jack Lawrence • David Lenowitz • M. Hans Liebert • David G. Lindquist • Stephen Lindsay • Robert Lister • Chelcie Liu • James Lovegren • David & Mary Luckhardt • Phillip "Russell" Manheimer • Christophe Matson • William McCullom • George "Mack" McKinney • Joshua & Rose Mead • Gary Moore • James Moran • Grigg & Cindy Mullen • Jan & Shelley Nielsen • Robert Niemiec • Jay Scott Odell • Lori Jo Orr & Michael Armstrong • John Oswald • Brian Palmer • Matthew Phillips • Andrew Pisarczyk • Roy Raymond • Nick Robinson • Nathan Rome • Walter Rybka • Richard "Jeff" Saar • Sam & Betty Anne Schlegel • Philip O. Scholomiti • Richard "Bud" Schubert • Dennis Schuelkens • Paul A. Schwartz • Richard Scofield • Jonathan K. Seidel • Michael O. Severance • Howard Sharp • John Shinaberger • Gary & Diane Shirley • Michael A. Smith • Stephen Smith • Wade C. Smith • Bryant Snee • Randall A. Spurr • John R. Stilgoe • John P. Stratton III • Gus Stuart • Robert Thompson • Jim Tolpin • Sean Trew • Larry Wachowski • Steve Warfle • Stephen M. Weld Jr. • Michael Wick • Harold Wiegner • Steve Wright

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

GARDNER GRANT DORY BUILD

By Andy Wolfe. Photos by Brad Dimock.

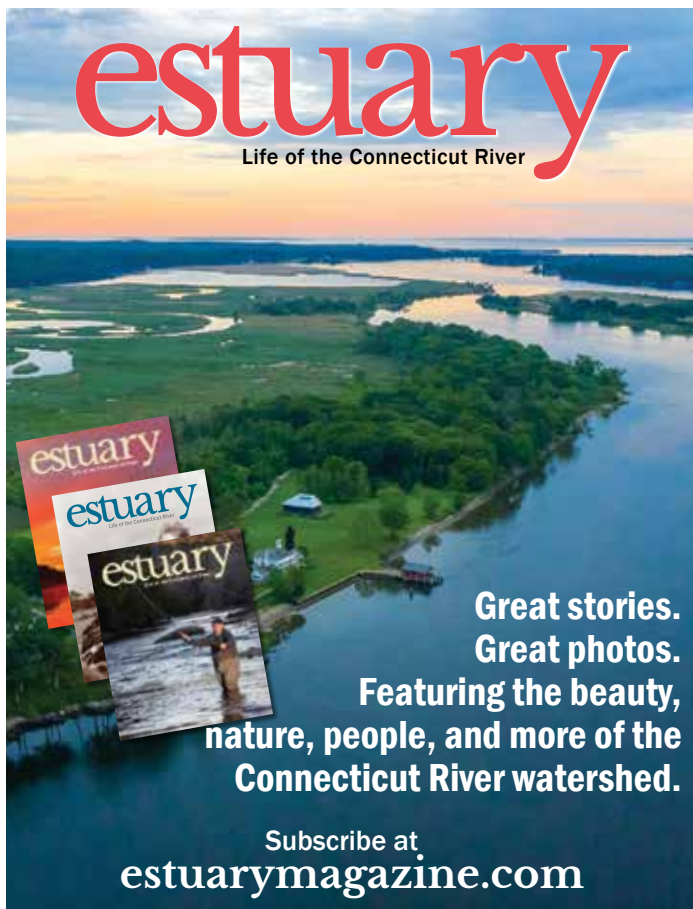
A new Dory documentation project, titled The Milford Buchanan Project, has been awarded a \$2,000 John Gardner Grant. With funding from the Traditional Small Craft Association and others, Graham McKay, head boatbuilder at Lowell's Boat Shop on the Merrimac River in Amesbury, Massachusetts; Douglas Brooks, an expert at recording endangered building methods; and Brad Dimock, a dory builder from the American southwest will travel to Shelburne, Nova Scotia, for a two-week stay to build a Banks Dory with Milford Buchanan and record his historic techniques and building nuances before he is gone.

"This is especially of interest to me," said McKay, "because the building methods employed by the Shelburne Dory Shop were never recorded, and the chain of knowledge rusted and essentially broke in the 1990s. I have spent fifteen years trying to relearn everything." This project will inform our building methods and preserve and record those from a true old timer.

The three traditional small craft experts will spend two weeks building a traditional Banks Dory with Milford using his patterns, jigs, tools, and experience. By building this dory alongside Milford, McKay said, "We can record his methods and the nuances practiced at the Shelburne Dory Shop." McKay is uniquely positioned to distinguish the nuances in construction and style, and Douglas Brooks is a brilliant recorder of historical boatbuilding techniques. This duo, along with Brad Dimock's long friendship with Milford, promise to record valuable endangered cultural heritage of both the United States and Canada.

Funding for the project will be provided by the TSCA, Fleetwing Foundation (a Massachusetts-based foundation that has a history of supporting Lowell's Boat Shop), and accumulated credit card points accrued by the Lowell's Boat Shop.





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



**HEWES &
COMPANY**

Blue Hill, Maine Gardner@hewesco.com
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

Stocktails.com

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



SHAW & TENNEY
MAINE CRAFTED SINCE 1858

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

Visit Us Online
SHAWANDTENNEY.COM



SEAWORTH SMALL SHIP RETIREMENT

By Andy Wolfe

We just received word that George and Marla Surgent are retiring with the start of the new year. I know my kids all grew up building Seaworth Small Ship models at small craft events all over the East Coast. The personal connection with the Surgents became special as they remembered and remarked about our kids, and the kid's kids over the decades.

While no decisions have been made regarding the sale of Seaworthy Small Ships, they are open to all possibilities, so I'm spreading the word to anyone interested in purchasing the company. Contact George and Marla Surgent, Seaworthy Small Ships, Inc. at 410-586-2700 or 800-533-9030. Email marla@seaworthsmallships.com or www.seaworthsmallships.com.

Right: Seaworthy Small Ship model built with my son, Connor, at the 2017 Mid-Atlantic Small Craft Festival, Chesapeake Bay Maritime Museum.



VIDEO PAGE ON TSCA.NET

By Andy Wolfe

A new Video page was added to the TSCA website between the fall and winter issue. The idea to expand into offering boat eye candy came after we saw a very nice video created by Off Center Harbor which featured the Mellonseed and two TSCA past presidents with interviews action commentary. At the monthly national council meeting, we talked about building a video library and solicited advice from Barry Long (Eye in Hand Photography), who has created hours of great TSCA Messabout and cruising videos, and from Steve Stone at Off Center Harbor, the kings of educational international boat video.

Our first video is the Fall Cruise of the Old Bay Chapter, from Governor's Land, Twin Rivers Yacht Club, (the James and Chickahominy rivers) Williamsburg, in late October. TSCA members from several chapters joined the cruise. Off Center is providing several videos that will appear over the winter and spring, and Barry's contributions will be visible very soon. We'll be featuring the videos first by Editor's Choice, then chronologically. We'd like to have some video teasers on the home page, but that's going to take some extra effort, so we're starting small.

Members and Chapters can submit videos and slideshows of their events, builds, messabouts, and cruises to Andy@marinermmedia.com. We will review them for quality and post them as we get them, so members can enjoy the views all winter long...



Our partners at Off Center Harbor have a page just for TSCA members, and they offer a 50% discount on a membership and hat package at: <https://www.offcenterharbor.com/tsca/>.



HOW TRADITIONAL IS TRADITIONAL? HOW SMALL IS SMALL?

*By Pete Peters
National TSCA Council Member*

Remarkably, Duane Hansen of Nebraska celebrated his 60th birthday by paddling an 846-pound pumpkin 38 miles down the Missouri River. He made the longest journey by “pumpkin boat”—the *SS Berta*—and earned a place in the *Guinness Book of World Records*!

Now, “For all purposes hereof,” states TSCA’s Article II Definition, “traditional small craft shall mean boats built from designs developed prior to the gasoline marine engine, for sail or manual propulsion. Modern or historical variants or adaptations of traditional designs fall within this definition.”

The phrase “modern or historical variants or adaptations” made me wonder: Were we being too narrow in our definitions, so as to keep other small craft from being invited? For example, might Mr. Hansen’s pumpkin boat be an adaptation of, say, the *Irish Coracle*?

We revisited these definitions of “traditional” and “small” at our recent meeting of the TSCA National Council. Punctuating the discussion, John Weiss quipped that “small”

is anything smaller than the aircraft carrier *USS Nimitz* (John is a retired Navy pilot). Roger Allen, then, described the TSCA’s purpose well: “Membership in TSCA is a tool to share and expand the joy of actually using these boats.”

That still leaves us with the question: Which of the two boats pictured represent a traditional small craft?

My answer: Both.

The point of this whimsical comparison is to extend an inclusive invitation to other small boat organizations, like Trailer Sailors, organizations that include kayaks, Catboats, stand-up paddleboards, fiberglass adaptations of classic small craft, cardboard kid-built boats, radio-controlled sailboats, and even...pumpkin boats.

It can be fun to start the conversation. All are welcome more should be invited!

*Left: The small craft Irish Coracle. Right: Pumpkin Boat
(photo credit: Phil Davidson, Bellview Nebraska).*



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

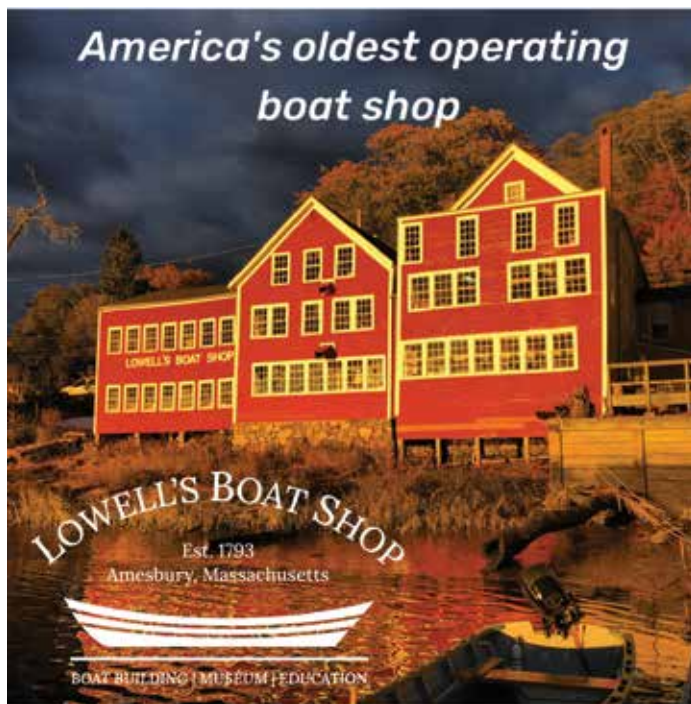
[TSCA.NET/EVENTS/](https://tscanet.org/events/)

Carpinteria Dory Company
Hand crafted boats & restorations
www.carpdory.com

Carpinteria, CA



America's oldest operating
boat shop



LOWELL'S BOAT SHOP
Est. 1793
Amesbury, Massachusetts

BOAT BUILDING | MUSEUM | EDUCATION

Visit Lowells Boat Shop & Museum where we are
still building traditional wooden boats to centuries-
old methods and teaching the next generation to
ensure that these traditions never disappear.

www.lowellsboatshop.com

TRADITIONAL RIGGING CO.
APPLETON, MAINE

SAILS
RIGGING
BLOCKS

WWW.TRADITIONALRIGGING.COM - 207.542.4385



Active TSCA Chapters



Atlantic Challenge Chapter

Arista Holden
PO Box 481, Belfast, ME 04915
207-610-9554
atlanticchallengeusa@gmail.com
atlanticchallengeusa.com

Bayfront Maritime Center TSCA

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

British Columbia Chapter

Quill Goldman, 2529 North Rd.
Gabriola Island, BC VOR 1X5, Canada
250-247-9646
quillgoldman@gmail.com

Brooklin Skiff Club

Eric Blake
PO Box 316, Brooklin, ME 04616
etblake@gmail.com

Brooklyn Chapter

Severn Clay-Youman
229 17th St. #1, Brooklyn, NY 11215
917-501-7337, severnclaystudio@gmail.com

Buffalo Maritime Center

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

Cape Cod Chapter

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

Cleveland Amateur Boatbuilding and Boating Society (CABBS)

Ed Neal, 4079 Porter Rd.
Westlake, OH 44145
440-570-7620, 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

Crystal River Boat Builders (CRBB)

Bill Connor
9 Browallia Ct., Homosassa FL, 34446
352-503-2166, wjconnorjr@yahoo.com

Delaware River TSCA

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

Downeast Chapter

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

Florida Gulf Coast TSCA

Michael Jones
4721 16th Ave. N.
St. Petersburg, FL 33713
727-560-5782
fgctsca@gmail.com
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

John Gardner Chapter

Brian Cooper, President
35 Mohawk Rd.,
Windsor Locks, CT 06096
cooperbd@aol.com
www.jgtsca.org

Les Cheneaux Chapter

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

Lost Coast Chapter (Northern CA)

Chris Barnes, President
PO Box 1096, Fort Bragg, CA 95437
707-506-6646,
lostcoastsca@gmail.com

Lower Columbia River Chapter

Allen Bennett
72 Blue Mountain Road
Castle Rock, WA 98611
805-208-7335, theallenbennett@gmail.com

New Hampshire/Vermont Chapter

Bill Real
175 Ruffled Rd.
Henniker, NH, 03242
603-428-7829
BandLReal1@comcast.net

North Shore TSCA

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

Old Bay Club (Chesapeake Bay, VA)

Eddie Breeden
PO Box 365, Mathews, VA 23109
804-615-4413, oldbayclub@gmail.com

Oregon Coots

John Kohnen
PO Box 40043, Eugene, Oregon 97404
541-688-2826, 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

Pine Lake Small Craft Association

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

Puget Sound TSCA

Claire Acord, President
whidbeyboatpainter@gmail.com
Marty Loken, Secretary
PO Box 216, Nordland, WA 98358
360-316-1557, norseboater22@gmail.com
E-mail forum: tscapuget@yahooogroups.com
www.tscapuget.org

Ralph Middleton Munroe Chapter

Barnacle Historic State Park
Coconut Grove, FL 33133
John Palenchar, 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

St. Augustine Lighthouse Chapter

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



Texas Boatcrafters and Messers

Steve Fletcher
4602 Kiowa Pass
Austin, TX 78745
512-484-0925
ssfletch@gmail.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

Channel Islands Traditional Small Boat Society

Dutch DeHaan
960 Novato Dr.
Oxnard, CA 93035
805-612-0834
176dutch@gmail.com

Fundy Chapter

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

PRES. MESSAGE

continued from page 2



is free. It is an effective way to promote your chapter, your events, and the TSCA, plus it is an enjoyable way to explore the world of boats of all sizes.

Florida is entering prime sailing season, as those in the Northeast are winterizing their boats. The first signs of fall for me in St. Petersburg are the influx of Wood Storks, Roseate Spoonbills, and, as the season progresses, White Pelicans. We are looking forward to the return of friends on their annual migration south as well. We will be joining a collection of TSCA shorebirds in Cedar Key the weekend before Thanksgiving. If you are in the area, come and join us!

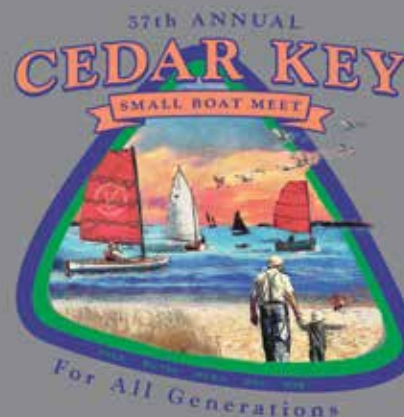
Horton Small Boats Plans for the experienced builder and sailor

Cedar Key T-Shirts \$28 with free shipping

huhorton@gmail.com

586-215-7060

Bufflehead
13' 6"
33"
W 845-60



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

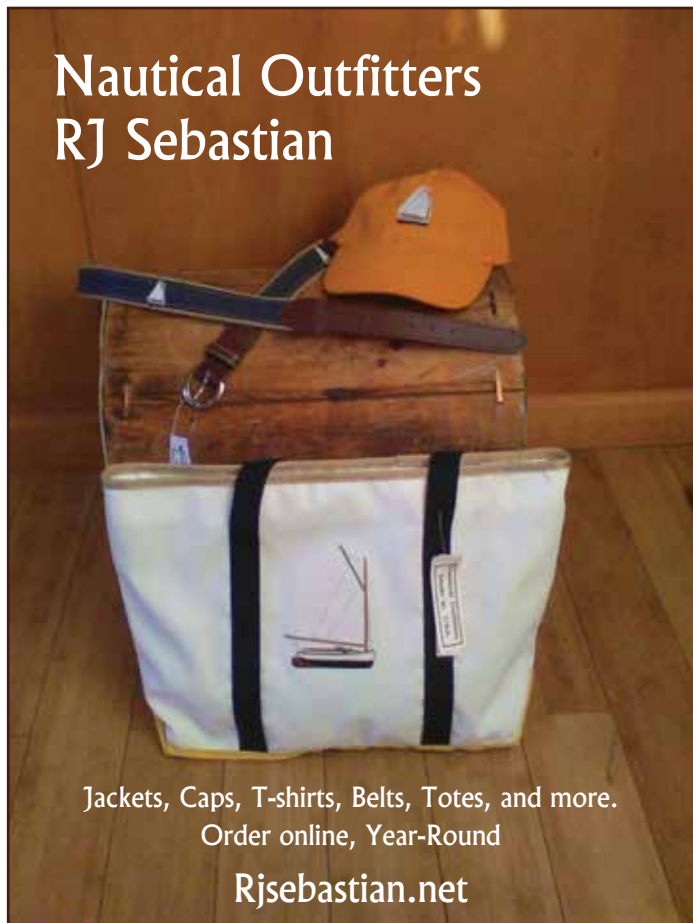


Learn more at: www.maplewoodshop.com

info@maplewoodshop.com



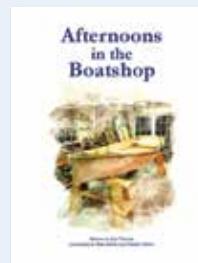
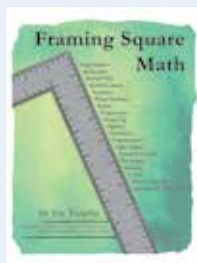
Nautical Outfitters RJ Sebastian



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

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/
or
WoodenBoat Store (paperback only)
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

Oarlocks available from Fisheries Supply

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

WoodenBoat
Magazine ★ School ★ Store ★ Show

IMMERSE YOURSELF
in the world of
WOODEN BOATS

MAGAZINE
www.woodenboat.com

SCHOOL
www.thewoodenboatschool.com

STORE
www.woodenboatstore.com

SHOW
www.thewoodenboatshow.com

WoodenBoat Publications
41 WoodenBoat Lane, Brooklin, Maine 04616
207-359-4651 ★ www.woodenboat.com
ACCESS TO EXPERIENCE





TEXAS MESSABOUT

By Buddy Simons

The Fall Messabout for CENTEX (Central Texas) was held on October 8, 2022, in Inks Lake State Park, Burnet, Texas. This event typically includes various wooden kayaks, canoes, and trailer or cartop sailboats, handcrafted with loving care, many by their owners. This year, about 17 members of the Texas 200 Sailing Club, who frequently sail and camp together, decided to participate at the event, coming from all directions for camaraderie, fellowship, food—and sailing!

Inks Lake—one of a handful of lakes on the Colorado River—is located just below Buchanan Lake, which feeds it, so the water level fluctuates no more than about a foot and is quite clear. Inks Lake is, though, in the “Texas Hill Country,” so winds can be fickle, and one must be aware at all times, especially in small sailboats.

The official event was scheduled for Saturday from 10 a.m. until 4 p.m., but a few boats went out and enjoyed the light winds of the early morning, continuing to sail throughout the day. Near shore, where our group was camped, the water is shallow (3–4 feet), and sailing in very shallow water is the norm. With light winds it was not uncommon to sail between the shore and people who stood 75 yards out in waist-deep water, proving that our Texas lakes are not cold yet! They seemed to really enjoy that interaction.

To be able to sail in our shallow coastal bays, our Texas 200 boats simply have to be retractable keel or leeboard type shallow draft boats. Many small boat designs were represented: Melonseed, Beetle Cat, Guppy, Mayfly 14 and 16, Belhaven 19, Mikesboat, Frank Smoot trimaran, sharpie, Lowell Dory, CLC dory, and Ross Lilistone Flint, as well as others. In addition to our gang there were a handful of wooden kayaks and canoes added in the fray. It is so enjoyable sailing with such a nice variety of boats!

“Boatless” folks who attend and have interest may be treated to a short ride/paddle/row as well, and evenings brought “potluck”-style meals. We had two different jambalayas, one a chicken and Andouille sausage and the other a duck and Andouille sausage. There was also pulled pork, chicken tortillas, and fresh homemade jalapeño cheddar cheese deer sausage. We are fortunate in our circle of friends to have someone who also specializes in cast iron Dutch oven open fire baked peach cobbler, and we were not disappointed!

A Spring CENTEX Messabout will also be held in April, and our thanks go out to those who organize these events. Thanks as well to those who came and camped, sailed, and rowed about. Looking forward to doing it again!





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



PEACE & FRIENDSHIP

REGISTER TODAY

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

the
BARBEY
Maritime Center

BARBEYMARITIMECENTER.ORG

AT THE COLUMBIA RIVER
MARITIME MUSEUM
ASTORIA, OREGON
503.325.2323

TSCA MEMBERSHIP FORM – Join and Renew Online at 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/

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

Spring 2023 Volume 44 Number 1

Editorial Deadline: February 1, 2023

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.

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, 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



Order at www.tsca.net/shop

Prices include shipping to lower 48 states.

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. \$25

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



ADIRONDACK GUIDE-BOAT

adirondack-guide-boat.com

Free Catalog Available

Order online

Order now for Spring 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

6821 Rte 7 S.
N. Ferrisburgh, VT 05473
802-425-3926
guideboat@agbboats.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!