

# *The* Ash Breeze

Journal of the Traditional Small Craft Association

## NEW CHANNEL ISLANDS CHAPTER

### IN THIS ISSUE

Boat Shop Visit

Building the First Sjogin III,  
Part 3

Building a Lighthouse  
Keepers Boat, Part 3

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The  
Ash  
Breeze

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## Volume 44, Number 1

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TSCA is an enjoyable yet practical link among users, designers, builders, restorers, historians, government, and maritime institutions.

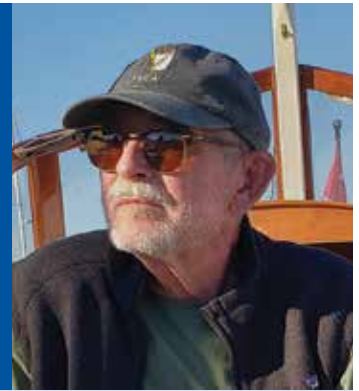
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Cover: Dory built by member Eric Bridgford, owner of Carpinteria Dory Co. Image courtesy of David DeHaan.

# PRESIDENT'S MESSAGE

Michael Jones



Spring, the season of renewal, with warming weather and hope for the future. At the January TSCA council Zoom meeting we were joined by the representatives from many of our local chapters to encourage and learn from each other. It was a good beginning, an introduction to what we hope to be a useful platform to improve interchapter communications and support. Thank you to all who attended and participated; we appreciate your advice and comments. We plan to have these Zoom gatherings quarterly, the next being April 18, 2023, at 8 p.m. Eastern Time and 5 p.m. Pacific. These meetings, as well as all board meetings, are open to any TSCA member who would like to attend. Simply send us an email, and we will send you the information about how to join the meeting.

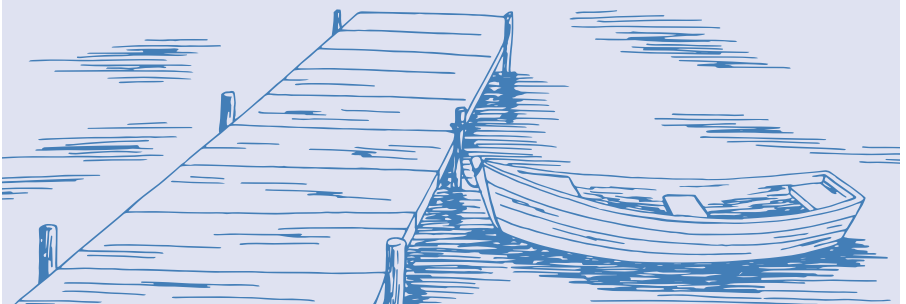
The Events Calendar on our website (<https://tsca.net/events/>) is active again but needs everyone to post events in their area that would be of interest to TSCA members. It's a good way to support your chapter or museums in your area.

At the chapter representatives meeting, I was impressed with the number and variety of events and projects that are taking place in the Traditional Small Craft world, but most of these events are only known about locally. Please consider writing a short article for *The Ash Breeze* about events in your area, and remember to include photos.

So put on your TSCA hat, literally and figuratively, at festivals and sailing events and post your events on Facebook and on our website.

Looking forward to seeing you on the water and on the online.

Michael Jones  
President TSCA





# SOJOURN'S JOURNEY



## BUILDING A PAUL GARTSIDE SJOGIN III

*Part 3 of a series by Steve Brookman*

On a gray, drizzly day in early August, *Sojourn* rode her new trailer out of the boat shed. For the first time I got to view her from a distance. While the cabin's proportions seemed about right, something was amiss visually. Installing the toe rails would hopefully address that. Back in the shed she went, and the remainder of the summer was busy: finish the deck, rudder—at least this version of it—lamine the tiller, and install those toe rails using the last pieces of suitable locust. When she was brought out again, this time on a bright sunny day, she looked like I thought a *Sojourn* should look.

Summer was about over, and I needed to get her splashed to keep to my unannounced timeline. This would not be the official launch. It would be a “leak launch” to check the status of the twenty holes in the hull. David Wyman, being the engineer that he is, was looking forward to checking

the stability of the design and efficiency of the ePropulsion outboard.

On a clear October day, the bay mirror flat, David, Susan, Pat Fanelli, myself, and *Sojourn* headed for the town wharf. Another reason why I love living in the small town of Blue Hill is that there are no lines or hassles when launching a boat, other than paying attention to the tide. We had the ramp and floats to ourselves. *Sojourn* slipped into water without an issue, and I quickly hopped on board to check the bilge. It was dry! One keel bolt weeped, about a drop a minute, not enough to qualify as a leak. Seeing her floating, very close to her lines, was great also. This multiyear project might work after all.

Then it was David's turn, and he rigged his gear to do an inclination test. After he filled his spreadsheet, Pat and I got on board and “fired up” the ePropulsion outboard. It was so

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**Top:** *Doesn't get much better. Summer sailing on Blue Hill Bay.*





**Left:** Leak launch day at the Blue Hill Town Wharf. **Right:** David checking the numbers of inclination test.

quiet the only way we knew it was running was to look at the propeller. We headed out into the bay, and David had me run it at various power settings while he scribbled in his notepad. What a thrill to be silently motoring about on a spectacular fall day. Maybe an electric launch would be nice?

With that milestone passed—she floated and looked pretty good—it was time to put her to bed for the winter and retreat to the workshop. Next task was to make the main mast, as she was supposed to be a sailboat not a motor launch. I opted for a twelve-stave birdsmouth using Doug Fir. I've used eight staves before, but twelve staves would be stronger and lighter, using less material. The 25' long staves would need to be scarfed, those scarfs staggered, then tapered. The top 10' goes from 4½" to 2" following a parabolic curve. I made a jig and started the taper with the power plane and then finished with a hand plane.

Remembering how much fun it was to glue up eight staves I wasn't looking forward to wrestling with twelve. Once again the internet came to the rescue as I saw where an experienced builder made his mast by gluing up three staves at a time. When held in place by fitted blocks, gluing three staves at a time did work, and then assembling the four sections was much easier. A combination of hose clamps and wrapped twine secured the parts while the epoxy set. It would have been nice if I remembered to add the crumbled foil to serve as a radar reflector, but the box of foil was out of sight on another bench as I was focused on the glue up.

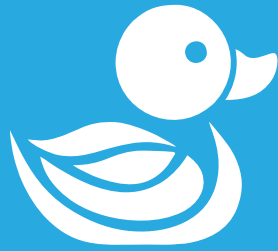
I made interior plugs birdsmouth-style, leaving a center hole for drainage. Some fiberglass was added for protection from the gaff jaws. Then—I'm not sure what I was thinking—but I epoxied the entire mast. It was unnecessary and made finishing the mast more of a challenge.

**Left:** Tapering the twelve staves for the main mast. **Right:** Dry fitting the twelve-stave mast.



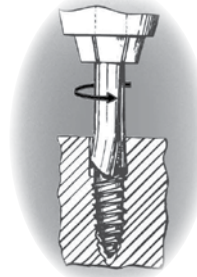


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The mast now epoxied (ugh!) with many coats of varnish and top end painted white, it was time for fittings. I purchased an oxy/acetylene torch and prepared to see if I had learned anything from Erica Moody's metalworking class. I made a few practice pieces and went after them with a hammer, and as advertised, the brazed joints were stronger than the metal. I hope that proved true, as they would be essential for holding up the masts.

Rigging was next. For many decades, I haven't had a boat that required rigging, and back then the work was done by professionals. So onto something else new. I opted to use Dyneema ( $\frac{1}{4}$ " for main,  $\frac{3}{16}$ " for the mizzen) as it is much lighter and stronger than wire and, since I didn't know how to use either, why not learn about the new stuff? I watched a lot of YouTube's to master Brummel knots, and with ten shrouds I got a lot of practice.

With the Brummel knots mastered, the shrouds needed to be affixed to the masts. Thumb cleats of black locust and leathered soft eyes would be used for the main mast upper fittings. For the mizzen I got out the torch, tap, and die set and brazed bronze eyes and through bolted them as there was not enough room for soft eyes on that small stick. The lower fittings for all would be the same eye bolts made from bronze plate and rod. Having the ability to make hardware saved many trips to the hardware store and Hamilton Marine, not to mention the savings. These were not works of art, but hopefully functional and strong enough.

More winter workshop projects: cleats, blocks, drink holders; fun stuff! I had an old CNC machine that I hadn't used for years, and I didn't look forward to relearning the software, but it would come in handy for carving names, registration numbers, and other boat items.

The cedar I used for the cockpit and cabin soles came from Bill Fogler's (my Naval Academy roommate) brother's mill, up the road in Exeter. I brazed screwed fittings for lockdowns and then redesigned and brazed some stauncher fittings when I realized the first ones weren't robust enough.

On a freaky warm day in February, I opened the boat shed. It was nice to see *Sojourn* again. I rigged a mock-up for the mizzen, as it was time to see if it would fit on a boat that wasn't designed for it. There is a lot going on back there: mizzen arch, four shrouds, and a tiller that needs to clear the rudder post and fit under the arch and above the coaming. It would be snug, and the tiller angle would be restricted by that arch. *Rivus*, my melonseed, has essentially the same angle, so I felt with a similar barn door rudder I would have adequate



**Right Top:** Winter projects—making parts.

**Right Middle:** Got the old CNC in action.

**Right Bottom:** Mizzen mock up—will it fit?







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

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rudder authority. The decision was finally made, it will be a yawl, y'all.

I am very fortunate that Susan likes to make sails and is quite good at it. A main, jib, and mizzen were ordered from Sailrite. These sails required heftier construction than those she had made for the sharpie and melonseed. After struggling with her old Singer, she ordered a Sailrite sewing machine and has been really pleased with it. The sailing photos attest to her sailmaking skill.

I am also fortunate that I have a brother that has taken to wood turning and has mastered that art in short time. He turned a small bucket of parrel beads and some very nice belaying pins from off cuts of my black locust. The sails would be laced to the booms and gaff; robands will secure the sails to masts with toggles.

The fife rail was yet another design challenge. There are a fair amount of strings on a gaffer, and I didn't want the lines obscuring vision if mounted on the shrouds. It would be too busy on the mast, so a rail was needed. Since the forestay was an integral part of roller furling jib, the rail would have to be stout, as keeping the mast upright was rather important. I opted for ½" bronze rod bolted through the deck and cabin top. Another ½" bronze rod was used for a cross piece. This had to be removable, for the mast was stepped in a tabernacle. The rails were made from black locust with a bronze backing plate.

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***Below:*** Susan with the new Sailrite machine.

***Right Top:*** Fife rail, front piece is removable.

***Right Bottom:*** First go of the tabernacle and gin pole attachment.

Spring (2022) was here, and *Sojourn* got to see the sun again. It was time to figure out how to raise the mast, fit the shrouds, and rig Susan's new sails. David Wyman sent me a schematic for making and using a gin pole that I made from ash with metal tangs. Needless to say, there was a lot of fussin', but eventually we got the lines, blocks, and fairleads about where they should be. Once I could look at the boat from a distance, I realized that my rudder design was fine for sailing, but not for taking the ground. So off it came. I trimmed it level with the skeg and added a "Bolgerish" end plate to help with efficiency and grounding.

I had to make a new tabernacle, as the first one, beautifully varnished, I had measured from the center of the ½" pin





instead of the bottom of its hole, and that ¼" difference ended up splitting the wood during a raising. I quickly remade it with ¾" marine ply, painted white, as *Sojourn* had more than enough varnish.

Now that we knew how to raise the mast—shrouds in place, sails fitted—I was out of excuses. It was time to launch! On July 15, 2022, a sparkling, cloudless summer day, *Sojourn* was trailered the half mile to the town wharf. Bill Fogler drove down from his summer home in Exeter to help with the launching. David Wyman met us at the dock. *Sojourn* was rigged and backed into the bay. Four years and a month, from lofting to launch, with a dozen or so TSCA'ers, neighbors, and friends looking on, *Sojourn* got wet! Susan had composed an appropriate nautical toast and christened *Sojourn's* bow with some home brew—not all, as I got to share some.

The ePropulsion was set on its sliding bracket, and we silently motored into the bay. We hoisted the sails, and for the first time we were sailing!—although it was soon apparent that she wasn't rigged properly, and we'd best make it to our dock a short distance away.

When the tide ran out, *Sojourn* passed her test by taking the hard as I had hoped. She squatted comfortably and level in the mud. The rigging issues were minor and easy to fix. The roller furler had not been set properly, and I had rigged the



***Below:*** And she will be called *Sojourn*.

***Left Top:*** Lots of wood: black locust coaming, yellow birch seats, cedar sole.

***Left Middle:*** Black locust and bronze blocks.

***Left Bottom:*** Simple interior, only cargo nets for storage (not shown).







*Susan gets to enjoy her sails setting nicely.*

inner stay as a shroud which made tacking the jib an issue. I contacted Paul, and he intended that it was to be used to set a staysail, not permanently rigged. The wood and bronze blocks I had made were bulky with too much friction to take the sheeting angles, so I resorted to Tufnols. Function over beauty.

Now we were ready to see if the past four-years-plus were worth the effort. David Wyman joined me for our first real sail on another splendid sunlit day with just enough breeze to keep us moving. She made her tacks in that light air, although some back winding of the jib was needed. She was responsive with an easy helm as we maneuvered through the fleet of classic boats moored at the yacht club. When we arrived back at the dock, David remarked that I had the second-best boat in Downeast Maine (his of course being the best!).

The rest of the summer *Sojourn* taught us how to sail her, and we were more pleased with her performance after each outing. Paul Gartside and his friend, Barb, stayed with us before he was to teach at WoodenBoat School, and we took *Sojourn* out for a Sunday sail. How often do you get to sail with your boat's designer? The breeze, while mostly light, picked up during the day enough for *Sojourn* to show her stuff. Paul kept busy checking this and that, offering rigging

tweaks. He concluded that she handled smartly, so you know I was more than pleased.

A good friend and very enthusiastic sailor, Chris Callahan, joined us for what turned out to be the last and best sail of the season. We tucked a reef in her large main as the whitecaps built during the afternoon. We had the rail down, bone in her teeth, with Chris chanting, "This is fantastic! You have to tell Paul what a great boat this is!" It was fun and spirited sailing, but I got a bit concerned about the freshening breeze—after all, I knew who made the fittings that were keeping the rig up! We made it safely back, and *Sojourn* is now in her shed for the winter with, thankfully, not a lot of redos before we get to do it again.

I have to look in that boat shed every now and then to see, and, yep, I really did build my dream boat. The reason *Sojourn* exists today is not due to any great woodworking skills or boat building aptitude. She's there because I selected a design from Paul Gartside, who not only draws beautiful boats, but knows how to build and sail them. He was tolerant of the many liberties I took, straying from his plans, and continued to offer advice along the way. This project would not have turned out as well as it has without the help of fellow TSCA



member, David Wyman, a very experienced designer himself. He spent considerable time working his engineering magic, crunched numbers, and often, always gently, offered a better way to possibly do something. I always appreciated his advice and mostly followed it.

These past four years building *Sojourn* have been rewarding and challenging. While I had five boat builds under my belt, the list of new tasks for this one would bust the word count allowed for this article. But there are a lot of smart people to ask, internet searches, YouTubes, and, yes, even books that helped along the way. Most important, it was being able to

withstand and recover from those sessions in the moaning chair. Being retired and having the time also helped—a lot!

Rich Hilsinger summed it up in a recent WoodenBoat Mastering Skills video interviewing Paul Gartside and myself about the *Sojourn* build, stating that one of the greatest feelings in the world is building your own boat and that—almost as good—is being a designer and seeing your boat built and happily sailing.

Now the question is, once *Sojourn* is out of the shed, what's next?

---

*Paul Gartside and Barb checking out his design.*





# DRUM POINT LIGHTHOUSE

## “KEEPER’S BOAT”: PLANKING

*Part 3 in a series by Mark C. Wilkins, Curator of Maritime History and Boatwright, Calvert Marine Museum*

In the previous article, I described the setting up and lining off for planking of the Calvert Marine Museum’s new Lighthouse “Keeper’s Boat”—a replica of a boat that would have been found in the davits of the Drum Point Lighthouse, which forms a focal point of the museum campus. In this update, I’ll share the beginning of the planking process.

While the boat was being set up, I ordered around 300 board feet of white cedar planking stock from a source in New York that I’d used for decades. The stock had to be air-dried, flitch sawn with live edge, and around 5/4" thick—as long as I could get (which proved to be around 13' at this time) and from between 7–12" in width. The stock arrived, and it was duly stickered outside. Then, finally, as we got close to beginning, the planking was brought inside the shop.

The sheer strakes were then spiled—a process of making a spiling batten out of 1/4" Luan plywood—glued, and clench nailed at the joints to lay on the boat without any edge set, between the sheer line (marked on each frame and mold) and the upper edge of the lower ribband. You’ll recall the ribbands served two functions—to fair the molds and to line off for

the planking. Each plank was thus defined by the top edge of the first ribband (at sheer) to the top edge of the next ribband down. Spiling was done in the usual way, using dividers and compass arcs drawn at each mold station and, in some cases, each frame—especially where there was any twist to the planking or a great amount of shape to the strake.

In the meantime, I had a couple of the Guild members make a router “ship scarf jig” that would give us an eight-to-one scarf ratio with blunt ends. This looks neater and resembles a “butt joint” rather than a feathered-out scarf—which wouldn’t last as long in the marine environment with a traditionally built boat that has pronounced expansion and contraction (not so in marine ply boats). Anyway, the jig having been made, we were able to scarf together between two to three pieces of the white cedar, together using the scarfing jig, and then epoxy. These pieces were checked for alignment using the spiling batten, before final gluing.

Once the epoxy had cured, the spiling batten was tacked to the glued-up strake, and the marks were transferred to the planking stock. An honest batten was then used to fair the




marks together to make up the outline of the finished sheer strake. The top edge of the sheer strake was then planed using various jack, jointer, and block planes—all in all, one of the most enjoyable aspects of planking! Paper thin white cedar shavings adorn the floor of the boatshop, and the aroma is just wonderful—take the time to enjoy this aspect of the process! After the top edge of the sheer was planed, the bottom edge was also planed—checked frequently for fairness and kept nice and square. Once completed, the plank was offered up to the boat and, lo and behold—a perfect fit! The same process was repeated for the starboard side sheer strake. Both ends of each sheer strake required steaming to get them to lay easily on the boat—especially the quarters where there was lots of twist. The planks were fastened using #12 1¾" slot headed silicon bronze wood screws.

After both sheer strakes were fastened, we checked for fairness along the sheer strake—some of the tops of the frames were sucking the strake in or out in places and had to be tweaked by means of re-steaming the ends of the frames using a section of 4" dryer hose which conforms perfectly to an already bent frame! These were steamed for around 30 minutes, then gently persuaded into their finalized alignment. Getting the sheer strake to be perfectly fair is time well spent.

The series will continue in the Summer issue.





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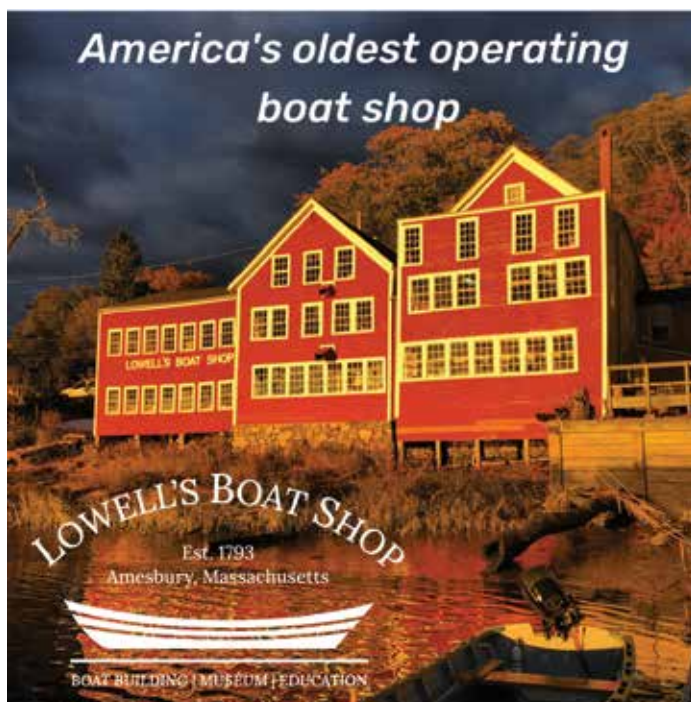
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# NEW CHANNEL ISLANDS CHAPTER



*By David DeHaan*

The Channel Islands Traditional Small Boat Society was recently formed as a new Chapter of the Traditional Small Craft Association. Our Society is hosted by the Channel Islands Maritime Museum. We are a group of dedicated small craft enthusiasts located in Southern California. We are based in Oxnard, California, on the Pacific Coast about an hour northwest of LA and about an hour south of Santa Barbara. We are fortunate to have wonderful harbors nearby, notably the Channel Islands Harbor, Ventura Harbor, and Santa Barbara Harbor. About 20 miles offshore are the Channel Islands, which make up the Channel Islands National Park.

Our mission includes (1) building interest in and educating people about traditional small boats, and (2) having fun through get-togethers, messabouts, and participating in events. Our members love traditional small boats. Our initial membership includes amateur and professional boat builders and sailing, rowing, and paddling enthusiasts.

We are planning a number of events with the Museum. On February 25, 2023, we will be having a “bring your boat to the dock or parking lot” picnic at the Museum. On March 26, 2023, we will have a fun toy boat building booth for kids at the Museum’s Celebration of Whales. On June 18, we will

***Above:*** Channel Islands Maritime Museum and Mystic Whaler in Channel Islands Harbor.

***Below:*** CLC Wood Duck 10 Hybrid kayak built by member Dutch DeHaan.





be participating in the Annual Father's Day Classics By The Sea event at the Museum, showcasing classic cars and wooden boats.

In partnership with the Museum, we have been approached to build a traditional longboat for the tall ship *Mystic Whaler*, a 19th century replica 83 schooner moored in Channel Islands Harbor. The Mystic Whaler provides youth programs and community education through tall ship operations and cruises. Boat building is a passion for many of our members and we are very excited about this opportunity.

We look forward to planning messabouts, taking advantage of our beautiful coastal areas, beaches, and harbors. We welcome you to join us in our activities and become a member of our Society. We do not charge dues, but only require that you are a member in good standing of the national Traditional Small Craft Association. For more information, contact Dutch DeHaan: 176dutch@gmail.com.

---

*Wooden rowboat built by member Ron Renders  
with offsets lifted from line drawings prepared by  
Dean Haynes from his White Bear skiff design.*



## RAISING SAIL

*By H. W. Kateley*

We raise the main, and fall off,  
the jib is next, haul away,  
once trimmed the boat seems to rise a bit  
as we move forward.

Like a bird on a lifting breeze,  
the boat feels lighter, and alive,  
she's doing what she's meant,  
white wings touching the sky.

Move up into the wind and heal,  
water rushing the leeward side,  
shrouds stiffen, rigging creaks,  
as it takes the new load.

Moving hard on the wind now,  
the bow cutting light chop,  
wind in our hair,  
and smiles on our faces.

Time to tack, "ready about!"  
hard over on the tiller,  
let fly the jib across,  
trim hard back on same wind.

We fall off and things settle down,  
we move smoothly, quietly  
save the sound of the water,  
and the wind on the rig.

*Image Credit: Getty Images/Tatyana Sidorova*



# 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."*

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# JOHN GARDNER SMALL CRAFT WORKSHOP

## JUNE 23RD THRU 25TH, 2023

*Bill Rutherford*

Come one, come all to celebrate Traditional Small Craft in the place where it was born! Mystic Seaport Museum, WoodenBoat, and the John Gardner Chapter of the TSCA are joining forces to sponsor the best ever small boat gathering. The Seaport Boathouse Livery will be available to all at no extra charge. Go try out working replicas of the original small craft from the Museum's Small Craft Collection. To celebrate breaking ground on the new Small Craft Hall, we will be honoring replicas of the originals. If you have one at home, bring it and share its story. If yours is in the tradition of the original, say of more modern materials, but honors the essence of the original, that is OK, even encouraged in this age of trailer sailing and garage storage.

Included will be special tours of the Small Craft Collection. Go visit your favorites then come back and take a replica for a ride. Observing an original or replica is all well and good but there is only one way to see how it feels... If you can't find one but really like it, pick up a set of plans from the Collections Research Center and bring back the new boat next year to celebrate the Grand Opening of the new Small Craft Hall.

Activities will be going on all weekend. WoodenBoat is sponsoring a speaker's series, which is open to all participants. Shipwrights at the Seaport Shipyard will be demonstrating skills in real time, making chips fly. Those demonstrations, too, are included. And throughout the weekend members of the John Gardner Chapter will be offering rides in their dories or, if permission is asked, in their own private boats.

We use our boats, not just look at them. Morning rows both up the river to the source of the mighty Mystic River as well as downriver to our favorite sandbar beach kick off the days. Late afternoons are reserved for sailing. Let's keep the river busy.

Workshop presentations will include building stories, skills explained (make your own rope fender?), or how to reef your Catboat sail, scandalize your Spritsail or add some new control lines to your existing rig. Come to Australia Beach just behind the John Gardner Boat Shop on campus and check in at the Workshop Tent or, better yet, visit the Seaport's website and sign up in advance. Launch off our beach or nearby ramps, some of which are carry-in.

Reach out and let us know what skill you would like to bring, boat you would like to talk about, or which activity interests you. We look forward to seeing you there.

### CONTACT INFORMATION

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# DAVE McCULLOCH'S BOATS



*By Andy Wolfe*

Through the years, at several of the East Coast small craft and wooden boat events, I have met many exceptional professional and amateur boat builders. Most of the time I'm just keel kicking, photographing for the magazine, petting the woodwork, chatting with the builder, and admiring the special touches that make each boat unique. Frequently, I am looking under the hood and asking about the construction experiences assembling the boat, looking for an innovative approach to a complex issue. Anyone who has built a small boat knows that there are several ways to approach anything—and if you ask three other builders how to do something—anything—you will get three different answers.

It was late January, in the chilly Connecticut coastal town of Old Lyme, when I was invited to visit the home and boat shop of longtime TSCA member David McCulloch. Dave's family has lived in Old Lyme for nearly a century, but his career with the US Geological Survey took him all over the Western States and coastal Pacific Ocean. When Dave retired, he started doing what he liked—building boats—with a boat-or-two-per-year pace that he has kept up for over 20 years. His post and beam home has a multi-bay attached shop, housing several beautiful small craft on trailers, ready to go into the water. On my visit, there was a Mower X Sailing Dory from

John Gardner's book and a modified Joel White Marsh Cat with a cuddy cabin and bench seating. Dave's shop is in a woodstove-heated space behind and above the bays where he builds his boats.

When you have built as many boats as Dave has, storage





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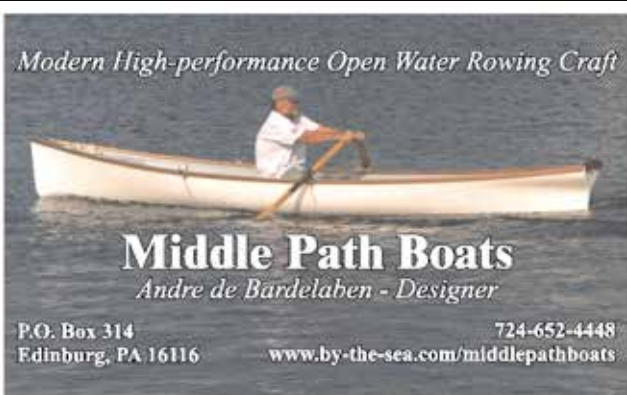


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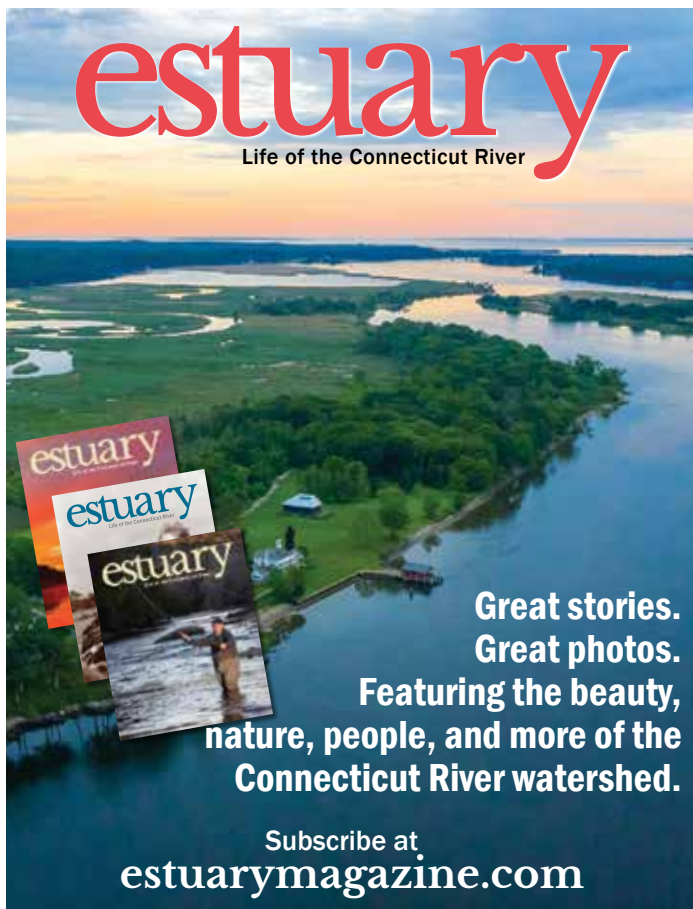
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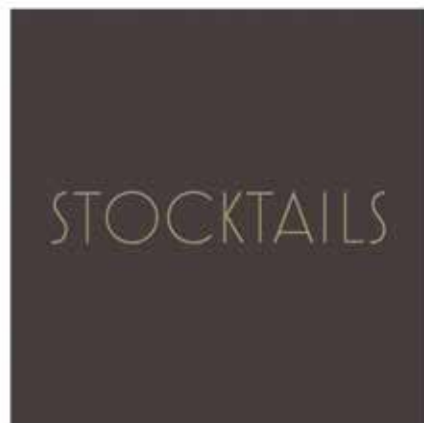
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becomes an issue, but Dave has another large stone barn that as a much younger man he built with his father on a farm just a few miles from his home. We drove over to the barn, and my jaw went slack when I saw the field of boats under their covers...sort of like Indiana Jones when he discovers something rare, and big. Dave is an excellent sailor. In his late teens he owned a 35-foot Friendship Sloop that he sailed from Maine to Virginia, and he sailed on San Francisco Bay for twenty years while he lived in California.

Because of the pleasure with his Friendship Sloop, most of the boats Dave chooses to build are called "purpose built." These are boats whose design evolved to best fit specific requirements in the fishing and hunting trades. Although built to classic lines, their construction is modern, with the use of high-grade plywood, epoxy, and fiberglass that produce strong, long-lasting hulls.

While Dave pulls the cover off a boat, he tells us how he built the arching post and beam barn's octagon center. The first boat we uncovered was his custom Super-Seed (oversized



18-foot Mellonseed with bench seating) with the sweeping blue sheer plank that was featured in the TSCA 2017 calendar. Just to port is a traditional 15½-foot Mellonseed with a tanbark sail. In front of that is a beamy 16-foot Jersey Sailing Skiff, and to the starboard of that is a Kingston Lobster Boat with twin headsails. All the boats look like they were sailed a couple of times. They are all like new!

The barn is multilevel, and just as you might suspect, there are more boats up the stairs. A double ended 19-foot Crabbing Skiff, a folding trimaran, a Whitehall, a Pram, and a double paddle canoe. It was overwhelming, even for me.

Dave is an engineer, and it is shown in the extra details of his boats. He is 94 years old, and he said it is time for the fleet to find new homes with families who will love and care for them. About 20 boats have gone to friends, and a half dozen remain to be sold. Our mutual friend, Rich Shriver, has a brokerage business (Kingfisher Marine Ltd.) and is helping Dave sell the boats. I am putting the boats on the TSCA website with Rich as the contact.



## Seaworthy Small Ships, Inc. Retirement Announcement

It's been almost 30 years since we sold our first model boat kit and time has come to sell our last. Seaworthy Small Ships closed December, 2022.

Our retirement is bitter-sweet. Many have congratulated us and expressed their sadness too. We will definitely miss the encounters we have had with our wonderful customers. When we began our business, we had no idea how personally rewarding it would be.

Feel free to spread the word and contact us if interested in Seaworthy Small Ships ownership.

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



# BOAT SHOP VISIT

*By Bill Stirling*

Many of the members of the Cape Cod chapter are also volunteers at the local Maritime Museum's boat shop, in Hyannis. We provide: instructors for the Bevins boat building classes; workers for the complete rebuild of a 1944 Coast Guard 25' surf boat; and coxswains for the rowing program, as well as workers for the Thursday evening "work night." Our projects now are preparing kits for two soon-to-be Bevins classes and refinishing a recently acquired 19' version of a John Gardner modified Herreshoff wherry (thanks to Russel Smith and Floating the Apple). We will be building a pair of oars for the wherry, building a set of oars for the surf boat, and preparing the museum's 19' catboat, *Sarah*, for the spring, as soon as the weather warms up.

In an attempt to change up our routine of having our meetings in the museum's boat shop, we scheduled some winter visits to the nearby commercial boat shops. We are lucky to have a number of boat building shops on the Cape that are still building wood boats. The owners are nice enough to welcome us in for a visit, to observe their work. In past winters, we have visited Arey's Pond Boat Yard in Orleans; First



***Above:*** Four catboats in the paint shop.

***Below Left:*** A new boat arriving to be finished.

***Below Right:*** A nice small boat in for a cracked garboard repair.





Light Boat Works in Chatham; E.M. Crosby's Boat Works in Barnstable; Beetle Cat Boat Shop in Wareham; and Damian McLaughlin's Boat Shop in North Falmouth. In January, we again visited Tony Davis's Arey's Pond Boat Yard, where he specializes in catboats 12'–29' in length, in both wood and fiberglass. He also does a fair amount of maintenance and repair on older boats. Many years ago we visited the shop and saw *Conjurer*, a 28', 1909 H. Manley Crosby built catboat having a major rebuild, and this winter she is having some deck work done. *The Dolphin*, a 28' Crosby catboat built in 1893, is having some maintenance done and getting a new engine installed. She will be used in the Newport, Rhode Island, area, as a charter boat by Kurt Peterson.

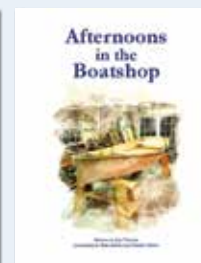
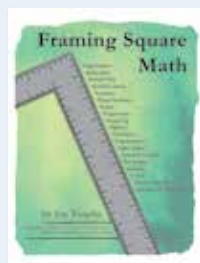
In February, we are planning on visiting the Beetle Cat Boat Shop again. They recently celebrated the 100th anniversary of when John Beetle added the 12' catboat to their product line, as the need for their whale boats was declining and the desire for pleasure boating was increasing.

*Top: Tony Davis showing us an electric motor that will be installed in a new catboat.*

*Bottom: The Dolphin, an 1893 Crosby Catboat.*



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[sailbythelee@icloud.com](mailto:sailbythelee@icloud.com)

### Texas Boatcrafters and Messers

Steve Fletcher  
4602 Kiowa Pass  
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512-484-0925  
[ssfletch@gmail.com](mailto:ssfletch@gmail.com)

### TSC Raleigh

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Haw River, NC 27258  
603-369-9877  
[spartimeboatworks@gmail.com](mailto:spartimeboatworks@gmail.com)  
John Buhrmann  
[jbuhrmann@gmail.com](mailto:jbuhrmann@gmail.com)

### Warren Rivers (Rhode Island) Chapter

Rock Singewald  
10 Taylor St.  
Warren, RI 02885  
443-980-5601  
[rock9@mindspring.com](mailto:rock9@mindspring.com)

### West Michigan Chapter

Pete Mathews, Secretary  
PO Box 100, Gobles, MI 49055  
269-628-4396  
[canoenut@bciwildblue.com](mailto:canoenut@bciwildblue.com)

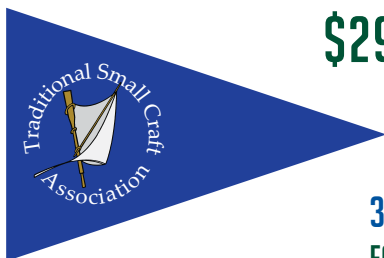
## Chapters Organizing

### Channel Islands Traditional Small Boat Society

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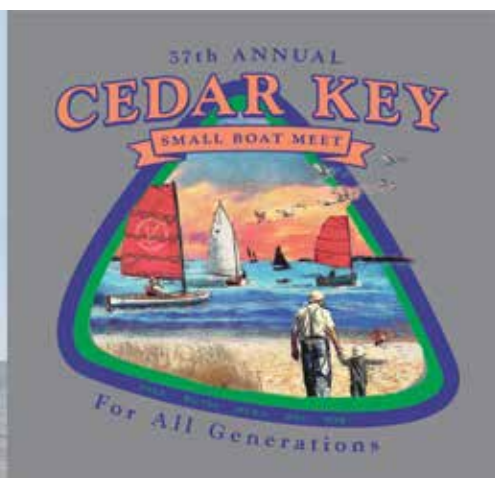
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# 38TH ANNUAL CEDAR KEY SMALL BOAT MEET

## MAY 5-7, 2023: ALWAYS THE FIRST FULL WEEKEND IN MAY

By Michael Jones

The Cedar Key Small Boat Meet is the premiere event on the West Coast of Florida celebrating small craft. All shallow draft craft are welcome: dories and dinghies, catboats, beach cats and trimarans, sharpies and sampans, cuddy daysailers—any or all driven by pedals, paddles, sails, engines, or motors.

The Cedar Keys and the Lower Suwannee National Wildlife Refuge are as enchanting as ever. Come enjoy the Nature Coast, meet old friends, and make new ones.

The meet is still informal. No signups. No fees. No schedule to follow except your own. Gather at the boat ramps, on the beach in front of Island Place or Old Fenimore. Sail, paddle, or row out to Atsena Otie Key, the central point for boat viewing and gabbing about boats.

The tides and weather remain the controlling organization.

The all-important tides look favorable: morning low is +1.5 ft above MLW about 9 a.m. The afternoon high is +4 ft. Low low tide is -.5 ft around 10 p.m. Check the tide tables for details.

The Saturday night dinner and talk at the community center is planned, with Ed Maurer as guest speaker. Ed has just edited and published *The Migrations of an American Boat Type: The "Sharpie" Working Boat in its Heyday* (available at [barnesandnoble.com](http://barnesandnoble.com)), a collection of writing by Howard Chapelle originally published by the Smithsonian Institution.

For those who once a year isn't enough, come November 10–12, 2023, and enjoy fall in the Cedar Keys. We've set the date this year for more favorable tides.

### FOR INFORMATION

Cedar Key Chamber of Commerce, (352) 543-5600

Michael Jones, (727) 560-5782, [fgctsca@gmail.com](mailto:fgctsca@gmail.com)

<http://fgctsca.weebly.com/>

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Traditional Small Craft Association

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# ACTIVITIES OF THE CAPE COD CHAPTER

*By Bill Stirling*

Many of our TSCA members volunteer at the Cape Cod Maritime Museum, so many of our activities are intertwined.

In May we co-sponsor a Rowing Rendezvous, on Kalmus Beach in Hyannis. Our members bring their personal boats, as well as the museum's boats, and we invite each other and the public to row them all.

Three of our members are running a Rowing Program as volunteers for the museum. We have a 27' four-oared coxed Whitehall and a 19' double ender that we use to get the public out rowing. Our season runs from early spring through our New Year's Day row. We also attend a number of races with the two boats, as well as our personal boats, around eastern Massachusetts.

In the museum's boat shop, our members are instructors for the middle school students' boat building classes, where they

build Bevins skiffs. We also have a team rebuilding a 1944 CG surf boat that had been used on the outer Cape many years ago. We also maintain the Rowing Program's two boats.

We have a number of rows for our members during the season; for example: the Mashpee River, around Grand Island in Osterville, and a New Year's Day row in Orleans.

One of the highlights of the season is the Rowing Rendezvous in Wellfleet in late September.

We have conducted a New Year's Day row the last few years, and sometimes we've rowed the James River in Kingston, as well as on Pleasant Bay from Tony Davis's Arey's Pond Boat Yard in Orleans.



## 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)



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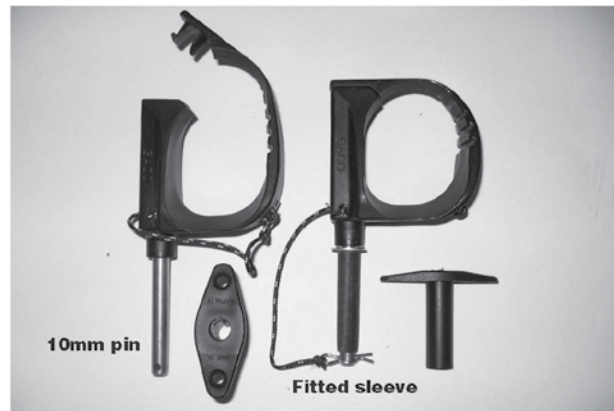
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*Family Memberships qualify all members of the immediate family to participate in all other TSCA activities.*

## The Ash Breeze

Summer 2023 Volume 44 Number 2

**Editorial Deadline: May 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](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.*

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