

# "Official Minutes" of TSCA Puget Sound Chapter Meetings and Messabouts Prior Years' Minutes Archive

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## 2002

### **Minutes, 11/23/2002 Annual Meeting at Center for Wooden Boats**

We met at the Center For Wooden Boats. Our thanks to Dick Wagner who makes space available for us. In fact, Dick offered us space at Cama Beach when that facility opens. I do so much appreciate Dick's generosity. The CWB venue is perfect for these meetings.

**These people were present:** Harry Broady, Jim Compton, Bob Dunshee & Marcia Mullins, Larry Feeney, Al Gunther, Stefan Kristjanson, Ralph Merriman, Bill Murray & daughter, Stan Snapp, Dan Taylor, Lynn Watson, and John Weiss. That's likely 1/3 of the membership! Not bad. :)

**We elected Al Gunther as the new president.**

**We decided that membership in the National TSCA will be voluntary -- an amendment to our by-laws.**

**We discussed a complaint** (from several of us) that the chapter roster seems to include more names than we actually have members. John Weiss marked names on the TSCA Puget Sound Roster who, he says, have paid dues to the National TSCA. John figures that 30 out of 65 names are those of people who have paid national dues.

I think I am stating accurately the complaint when I say that, for some of us (I don't know how many) it is important to know how many people are actually members of the Puget Sound Chapter. Speaking strictly for myself, I would like to know (though I'm not sure why) how many people consider themselves members of this chapter. Maybe it's just to know what our potential is for Messabout attendance. Or to know how many people read thoughts about Messabouts and other activities (like this meeting) on e-mail or in the newsletter.

Al Gunther is going to send out a survey to verify the number of members in the chapter.

**We set the dates and places for some Messabouts for next year:**

Marcia and I will host again this year a "**Chili Messabout**" on Lake Union and at our house -- Row/sail on Lake Union and eat chili at our house in Seattle. Also a "**LUG SALE**" at our house -- bring "Little Used Gear" to give away or sell. The date is **January 18**. More details will follow in late December.

The **Bowman Bay** Messabout will be **March 15** [Note change to originally announced date]. Some people expressed the thought that it is important that some one be responsible for the organization of each Messabout. Stan Snapp offered to organize this Messabout.

Ralph Merriman will host another Great **Jetty Island** Circumnavigation **April 12**.

John and Ellen Weiss will host and organize the **Lake Forest Park** Messabout **May 17** at the Lake Forest Park Civic Club.

Jim and Jane Callea will again host a Messabout/Campout on **Hammersley Inlet** (South Sound) the weekend of **June 21**.

John Weiss invited members to join in the 5th Annual International Salish Sea SeaPearl Regatta (VAISSSPR) at Lieberhaven Resort, **Orcas Island, July 21-24**. [Note: The ISSSPRs are "not just for SeaPearls any more -- a beautiful 15' Gardner dory joined IVAISSSPR in 2002!]

John Weiss said that perhaps he and Ellen would attempt to arrange another Messabout at **Lake Forest Park** Civic Club **September 27**.

The **Annual Meeting** will be at **CWB November 22**.

Marcia and I may organize another **Joemma Beach** Messabout (**date TBA**).

Larry Feeney may organize a Lake Whatcom Messabout (**date TBA**).

**We discussed the promotion of TSCA** by means of booths at the Port Townsend Wooden Boat Festival and the Center for Wooden Boats Festival. No decision was made, but some people seemed willing to person a booth at one or both events.

**We discussed the "more and better" Messabouts agenda item.** No decisions were made.

Someone said that **the quality and frequency of Messabouts affects membership.**

(Here I would like to say that I believe that discussion informs people and leaves them free to better make their own decisions. And that this process is more valuable to me than voting and making binding decisions. The former process affects attitudes and is slower, but more effective in the long run than legislation! Whew! I've been wanting to say that for a long time.) :)

That discussion process is a good reason, I think, for there being a large social component of Messabouts -- that exchange of opinion and information. Besides, of course, the promotion of fellow feeling -- gemeinschaftsgefühl.

Some of the attributes of better Messabouts were discussed. For instance, something like a generally felt obligation to attend certain Messabouts. Structure for Messabouts (like an announced schedule of activities -- which does not mean a schedule that anyone has to follow-- only a schedule in place that people can follow.

Everybody but Harry Broady got to **take a ride on Jim Compton's classic and classy boat, the *Ranger 7***. Harry had come to the CWB in the *Nord Vinden* and had to sail back to the Sunnyside ramp at the other end of the lake in order not to have to drive home to Monroe in the dark. Marcia and I think he made it -- we didn't see his truck/trailer at the ramp when we drove by it after the *Ranger 7* excursion.

Marcia and I liked very much the ride on the *Ranger 7*.

**In sum**, my impression was that there was some straight, hard talk about the chapter. And some useful organizational work done. We'll see, right?

-- Bob Dunshee

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## Minutes, 5/18/2002 Messabout at Lake Forest Park

A convivial group of 20 people and 10 boats defied the persistent clouds and had a great time rowing, paddling, and sailing. The light winds favored the rowers and paddlers, though at least 3 boats got in some time under sail.

The following members were present: Brian Aston, Harry Broady, Bob Dunshee, his wife Marcia Mullins & guest Yoko Murao, Larry Feeney, Al Gunther, Ralph & Tricia Merriman, Bill & Heather Murray, Paul, Collette, & Andera Piercey, Bob Tapp, and John & Ellen Weiss with guests Dick, Sujen, & Alex Tolmie.

Three boats made their TSCA Puget Sound debut, and two of them made their maiden voyages. Brian Aston brought his elegant little 8' Grandy boat, and announced that the jig from which that boat and several others were made between the 1950s and 1970s was being donated to the Northwest School of Wooden Boatbuilding in Port Townsend, where Grandy boats will once again be built on the jig.

Ralph Merriman launched *Brownie*, a 13½' strip-built kayak designed for the surf by Ralph with help from Al Gunther and inspiration from the Mariner Coaster. Shortly thereafter, Paul, Collette, & Andrea launched their Jacques Martens designed, lug-rigged V-12 sailing/rowing dinghy. Paul and Andrea took her out on her maiden voyage, and were not seen again for several hours. Upon their return, Paul pronounced her a "wonderful" boat. Her name has not yet been finalized, but Andrea is campaigning hard for *Fantasyland*. Unfortunately, [potential] pictures of both boats were lost to the all-too-common "no film in the camera" syndrome.

The "meeting" was limited to several simultaneous conversations over lunch that included (among others) individuals' plans for attending the June messabouts at Cama Beach (June 8/9) and Hammersley Inlet (June 15/16). Please RSVP to Rich Kolin and Jim Callea, respectively, with your intentions if you plan to attend either of those events. Also, Ralph announced that the annual Jetty Island circumnavigation would have to be cancelled because tides will not cooperate on any of our remaining "free" weekends.

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# 2001

## Minutes, 11/24/2001 Annual Meeting at Center for Wooden Boats

The meeting was called to order at 1217 by President Larry Feeney.

The following members were present: Harry Broady, Bob Dunshee and his wife Marcia Mullins, Larry Feeney, Al Gunther, Rich Kolin, Stefan Kristjanson, Jim LaMantia, Ralph Merriman, Stan Snapp and guest Jim Compton, Dick Wagner, and John Weiss.

First order of business was the 2002 Messabout Schedule. The following events were agreed upon, with "sponsors" noted. Details will be forthcoming as they evolve:

- March 23, Bowman Bay; Larry Feeney
- May 18, Lake Forest Park Civic Club; John Weiss
- June 8/9 weekend, Cama Beach cabins; Rich Kolin
- August 21-24, Ross/Diablo Lakes -- Ross Lake campout 21-23, followed by Diablo Lake meeting/messabout Aug 24; Larry Feeney
- Sep 21-22 weekend, Stuart Island cabin (depart from Roche Harbor); Jim LaMantia
- Nov 23, Annual Meeting at Center for Wooden Boats; Rich Kolin
- Ad-hoc messabouts will be announced as organizers dream them up. Call Bob Dunshee or John Weiss with proposals. Ralph will schedule an around Jetty Island messabout after consulting the tide tables.

Treasurer Larry Feeney announced (and showed us) our treasury of \$138.

### Election of Officers

President/Treasurer: Bob Dunshee was nominated by Larry Feeney and seconded by John Weiss. No other nominations. Bob was elected unanimously. After Larry turned over the treasury to Bob, Marcia informed us it would really be a "joint" presidency...

Secretary: John Weiss was nominated by Larry Feeney and seconded by Stan Snapp. No other nominations. John was re-elected unanimously. You're stuck with me for another year!

## New Business

Rich Kolin announced the CWB boatbuilding classes are now conducted at his shop. TSCA members are invited to join in at any time, even for part of a class. Rich will prepare an article for the Newsletter with further details.

Stefan Kristjanson wants to organize a TSCA entry for the "Quick & Dirty" Regatta at the CWB Festival next July 4. Stefan has a couple ideas for boats to build/race. Contact him at 206-323-0314 or kboatworks@yahoo.com if interested.

Meeting was adjourned at 1317 for lunch and boating.

Dick Wagner provided boats from the CWB livery for the group to row to the Lake Union Drydocks and tour the *SS Virginia V*, which is being restored to working (more like "better than new!") condition. Volunteers from the Virginia V Foundation (Malcom, head of the foundation; and Larry, self-proclaimed "peon") conducted a guided tour of the boat, including 2001 boiler, 1897 steam engine, and new pilothouse built by Seattle Central Community College. Launch is scheduled for April 27, 2002.

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## Minutes, 5/19/2001 Messabout at Lake Forest Park

"...and the weather, of course, will be perfect." The only problem was that the weather had a hard time deciding whether to be perfect for sailing or rowing. Though the temperature was reasonable and morning clouds started to give way to spots of sunshine, the wind alternately blew nicely from the southwest, and died to an almost dead calm.

The following members were present: Harry Broady, Frank Cameron, Bob Dunshee and his wife Marcia Mullins, Ralph & Tricia Merriman, Peter Michael & Kingston the Wonderdog, Bill & Heather Murray, John Nance, Bob Tapp, and John & Ellen Weiss.

Bob & Marcia arrived during one of the calm periods, having rowed their Whitehall Spirit from Sammamish Slough. Though Harry Broady had to scull *Nord Vinden* out into the lake to find the wind, shortly thereafter the crews of *Swallow*, *DragonSong*, and the Dunshees' Whitehall were able to hoist sails and join him for about an hour of pleasant sailing. Then it was back to oars as the wind died for a while, and the cycle repeated...

Just before noon, we gathered on the dock for a short demonstration of marine distress signals. After warning the Coast Guard and local police [Note: The demonstration was coordinated in advance with 7 area regulatory agencies, including the Coast Guard, Sheriff, Police, and Fire Marshall], we attempted to light off 5 hand-held distress flares that had reached their USCG-deemed expiration date: 2 US Navy issue combination day smoke/night flare devices, and 1 USCG and SOLAS (International "Safety of Life at Sea" convention) compliant day/night flare. Nobody brought any aerial flares. The 35-year-old Navy smoke got the first nod; it failed to light. However, the red night flare on the opposite end of the device worked well for about 20 seconds. The same thing happened with the second Navy device, which was 1 year newer. The 3-year-old (expiration date 5/2001) red SOLAS flare worked as advertised, burning noticeably brighter than the other flares for a full 60 seconds, with a visible gray/white smoke plume. Some lessons noted:

There's a reason for the expiration dates! While a flare won't turn into a pumpkin after 37 months, age and environment do take their toll on these safety devices.

All the flares dripped hot ash. When you ignite one, hold it over the water, on the downwind side of the boat.

The tube containing the flare gets HOT when ignited! The SOLAS flare burned almost to the base, and had to be held by the plastic cap at one end. Take a look at YOUR flares, and figure out where you're going to hold them after igniting them. If you have time, put on a pair of gloves.

Even the 60-second "long duration" seemed like a very short time. A combination of aerial flares and handheld flares may be required to get the attention of a rescuer. Don't throw away your "expired" flares; use them as backups for your "legal" ones. Consider buying a different type each time you renew them, so you give yourself the best chance of being noticed when you need them.

Very little "work" or "official business" was accomplished, per our normal procedures. Topics mentioned in conversation were:

Dan Drath of the Sacramento Chapter has assumed the role as Chair of the Editorial Board, and will succeed John Stratton as Editor of the Ash Breeze later this summer.

The next TSCA Council meeting is June 3 in Mystic, CT. John Weiss plans to attend. Please forward any agenda item proposals to John ASAP.

The next messabout is June 16 at Jetty Island, Everett.

Bob Dunshee is trying to put together an ad hoc messabout in Lake Union (Sunnyside Ramp) in July.

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## March 17, 2001 -- Messabout at Bowman Bay

Our 4-year pact with the weather gods was upheld as our initial messabout of 2001 launched into the receding waters of Bowman Bay near Deception Pass. Cool, partly sunny weather was accompanied by light breezes and a low, ebbing tide to create an ideal environment for our hand-launched boats in our traditional "season opener" venue.

The following members were present: David Berger & Karen DeWinter, Harry & Mary Lou Broady, Michael & Gregory & 2 other Colfers, Bob Dunshee & Marcia Mullins, Larry Feeney, Al Gunther, Bill Harpster, John Hendrickson, Dick Holt, Jim & Jean Karr, Jacky King, Rich & Cathy Kolin, Stefan Kristjanson, Ralph & Tricia Merriman, Bill Murray, Pike Powers, [David Sandberg](#), Stan Snapp, Lynn Watson, and John Weiss. New (to us) boats on the scene included Bill Harpster's S/V *Joshua*, Larry Feeney's geodesic airolite *Sarah*, and the Karrs' *Heather*.

A short meeting was held (absent Ralph Merriman and Secretary John Weiss, who were much happier paddling around Deception Island), and we were joined by members from the Center for Wooden Boats as well. Larry Feeney reminded everyone about the next "official" messabout at Lake Forest Park on May 19. Bob Dunshee reminded everyone about the informal messabout that he and Marcia Mullins are organizing on April 28 at Joemma State Park. Larry explained the way that the informal messabouts are scheduled and organized, urging others to follow Bob and Marcia's example, and then announced that he would be organizing one as well, for July 14 at Bloedel-Donovan Park on Lake Whatcom. It is hoped that both our organization's electric launches will be in attendance -- Larry's *Amber* and John Brada's *Rusalka*.

Dick Wagner, founder of the Center for Wooden Boats, gave an update on the status of the new CWB facility at Cama Beach and invited volunteer support and input. The facility is expected to open within the next year or so. Rich Kolin spoke about the extent to which TSCA and CWB can share our interests at events and in our projects generally. Several of the boats that had been built by volunteers under Rich's supervision during the winter at the Cama Beach facility were in lovely attendance.

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# 2000

## August 18 - 20, 2000 -- Messabout/Camp-out at Fort Flagler / Rat Island

From ad hoc Recording Secretary Lynn Watson:

The Rat Island trip turned out great! My sincere sympathies go out to the folks who wanted to come, but couldn't make it. Here's a quick synopsis:

I met Harry Broady at Mystery Bay about noon Saturday. He had come over on Friday and, not liking the look of the ramp at Fort Flagler, stayed at Mystery Bay and put *Nord Vinden* in there. Harry says that ramp is much the better one for trailers, and I believe him. We chatted and then I went up to Fort Flagler and put in there (not much difference for a cartopper), and met Harry on the water. We played for a while in the light air around the cut between Ratty and the Flagler spit; the flood was coming in over the shallow cut, and I could just stem the tide, hovering over the bottom in two feet of clear water and watching the crabs scamper about the eelgrass. Ocean passages are fine, but I like it best where the sea and the land come together!

Later, we went over to the campsite and got organized for dinner, cooking and dining with a beautiful sunset backdrop. As it cooled off, we lit a campfire and yarned till bedtime. I felt especially privileged to tap into Harry's 70+ years of experience of the sea, from early sailing in his father's 55-square-meter boat in the Swedish Archipelago to "noncombatant" service in the Merchant Marine, then the Navy, then work and travel as an engineer... The evening passed much too quickly for me.

Sunday morning we broke camp and sailed together down to Mystery Bay (well, sort of; actually he left me in the dust -- boy, that's a fine boat he has!). We got *Nord Vinden* on the trailer and talked with some local boaties (nothing like a beautiful boat to start a conversation), then Harry took off to get in the ferry line and I had a fine ghosting run back to Fort Flagler, meeting a beautiful mermaid on the way.

So for the record: the participants were Lynn Watson in the skiff *Kristina* and Harry Broady in the canoe yawl *Nord Vinden*, the weather was fine, the area is beautiful, and the seals were noisy at night.

## July 22-23, 2000 -- Messabout/Camp-in at Camano Island State Park/Strawberry Point

We had a wet afternoon at Camano Saturday, and we didn't have anything resembling a meeting. But there's a little more to the story:

6 boats and 7 people attended. All but one of those arrived (in dry but overcast weather) in time to depart north for the new CWB Cama Beach site. It was a downwind run for Stan and Marian in *Skimmer* and Ralph's new (and beautiful) *Swallow* swooped to match her name. The rest of us were in our kayaks -- Stephanie's and Larry's made out of that unmentionable material that L. Francis thought so little of, and John in his Coho. It was an exciting and fast passage. Thunder and lightning accompanied intermittently.

We beached and lunched north of Cama Beach (the big, bright-red **No Trespassing** signs at Cama Beach are less than welcoming -- it's apparently a race to see if State Parks can delay the actual use of the site until all the remaining historic buildings have collapsed). The trip back was exciting, too, this time into the wind. Stan managed to snap the tiller on *Skimmer* during a tack, and Ralph (with Marian as crew) managed to take a little green water over the gunwale ("but nothing to worry about," he assured everyone later). The kayakers, who have it all over those sailboats when it comes to pointing ability, made it back just as the rain hit.

A consensus was reached that setting up camp in the downpour and huddling under a shelter for the night was the least attractive of our options, so we all changed into dry clothes and said our good byes.

But wait. A couple of us decided to swing through the campground and make sure no late-arriving members were lurking. We discovered Lynn Watson, with *Christina Lunn*, snoozing in his camper. At that point a quick consult resulted in the decision that maybe we'd stay after all.

Unfortunately, we then discovered that there was a family with a huge tent already in our reserved campsite. Being good hearted right-thinking upholders of traditional values we decided our property rights should give way to the family values exhibited in the large tent.

Plan B. Four of us adjourned to lovely Lake Whatcom where there were rumors of a dry lakeside house complete with fireplace and roof. Lynn built the fire in the fireplace and provided a large jug of apple cider, whose contents tasted extraordinarily like excellent beer; Ralph cracked out the smoked salmon; ultimately Stephanie and Larry provided hot dogs, baked beans and potato salad. It may not be camping in the rain but it was pretty good.

As the fire embers died Lynn and Larry got out their respective guitars and discovered that they shared at least some repertoire, most of which dated them. We did NOT perform "Michael Row the Boat Ashore" despite what Ralph will attempt to claim.

Warm, dry beds were enjoyed by all. In fact, as I write, Ralph and Lynn are still enjoying theirs.

So, soggy though it might have been, there was good boating, good companionship and a fun day on and off the water.

### **May 20, 2000 -- Messabout at Lake Forest Park**

"**One if by land; two if by sea!**" was the theme for this month's messabout. Bob Dunshee and his wife Marcia Mullins chose the latter arrival route, rowing up to the beach in their Whitehall Spirit rowing/sailing boat, while the rest of us chose the mundane approach of cars and trailers. Nineteen people and 11 boats made an appearance, including the TSCA-Puget debut of Tom Corrigan's Old Town canoe, Bob & Marcia's Whitehall, and John Weiss' newly-completed Pygmy Coho 17.5 kayak.

The following members were present: Harry Broady; Tom & Barbara Corrigan with their daughter, son-in-law, and friend; Larry Feeney; Stefan Kristjanson & friend; Ralph & Tricia Merriman; Bill Murray; Stan & Marian Snapp, their daughter Stacia, and grandsons Kellen and Tynor (yeah, Stan IS that old!); and John & Ellen Weiss.

Since Bob & Marcia were sailing/rowing before any of the rest of us got to the water, boating was the default mode of the day. The forecast sunny skies and 70° temperatures never materialized; and the combination of chop from the southwest breeze and the wakes from floatplanes, jet-skis, and other noisemakers made for a bit of wave action on the beach. The early-morning breeze held promise for the sailors, but died to almost nothing soon after Harry and Tricia set sail in *Nord Vinden*. When the breeze died, so did the chop, and the conditions became ideal for the rowers and paddlers. Harry was able to demonstrate his sculling technique, but Tricia declined to practice her form...

Ralph, Larry, and Ellen took their turns trying out John's new Coho, and all pronounced her fit for TSCA service. John eventually got control of the paddle again, and was able to take off on a leisurely solo jaunt across Lake Washington. Meanwhile, Stan was seen giving rowing lessons to his grandsons in the Nutshell, wisely staying in wading-depth water near the beach. Their fun appeared to be enhanced, rather than limited, by a slight out-of-trim condition.

As a minority of the group broke for lunch, Larry couldn't resist talking a bit of business, so despite a consensus that a "meeting" was totally unnecessary, he did manage to get a little "work" done. Topics mentioned were:

- Frank Cameron has not received any response to date from people interested in the June 23-25 Blake Island sail/row/campout. Though the planned event is still over a month away, Frank would like an indication of the level of interest so he can either continue or abandon his planning efforts. Please contact Frank at 206-367-8123 AND e-mail or call John Weiss at [jrweiss@attglobal.net](mailto:jrweiss@attglobal.net) or 206-368-7354 if you are interested in or planning on participating. This initial call will NOT "lock you in," but will give Frank the information he needs to continue his efforts.
- The date of the Fort Flagler campout and annual meeting will likely change from the current Aug 26/27. Lynn Watson and Frank Cameron discovered one of the lowest tides of the year will occur that weekend, which is not conducive to good boating around Marrowstone Island and environs. We agreed to a change of dates, and the final dates will be announced as soon as the tide tables, weather gods, and park rangers are duly consulted.
- John Weiss has accepted a nomination to the TSCA National Council. Official ballots are currently in the mail to all members' homes. Three of the four nominees will be elected to 3-year terms. Please vote!

The group's tolerance for business was even lower than usual, so the assembled membership voted with their feet, paddles, and oars as soon as Ralph's home-baked brownies were gone. Stefan was last seen headed for the Sammamish Slough in his dory...

### **March 11, 2000 -- Messabout at Bowman Bay**

Our 3-year pact with the weather gods held firm as our initial messabout of 2000 launched into the receding waters of Bowman Bay near Deception Pass. Warm, sunny weather was accompanied by light breezes and a low, ebbing tide to create an ideal environment for our hand-launched boats. One larger boat (Pete Michael's new SeaPearl 21 *Wah-Hoo-Wah*) was left high and dry in the parking lot when we found the ramp ended in soft sand, well above the water level.

The following members were present: Harry & Mary Lou Broady, Tom Corrigan, Larry Feeney, Al Gunther, Rich & Cathy Kolin, Ralph Merriman, new member Peter Michael (from Lake Oswego, OR), new member Pike Powers, Stan Snapp, Jim & Cathy Tolpin (with friend Jacob Middleton and his girlfriend Sara), Lynn Watson, and John Weiss. New boats making their TSCA-Puget debut included Ralph's new Mariner kayak, Pete's SeaPearl, Jacob's Nutshell, and Pike's Reinell launch. John's yet-to-be-completed Pygmy kayak only appeared in photos.

First order of business, as always, was boating. Several crews took advantage of wind and current to paddle or sail around the island at the mouth of the bay. At one point, we thought Rich & Cathy Kolin, with Al Gunther signed on as crew, were going to sail *Catherine* all the way to Lopez Island, but they turned back into the bay just before the current swept them into the Strait. The rest of us swapped boats, stories, and lies as we pattered around the bay, testing each other's boats.

Finally, at 1245, Larry corralled us all (except for Rich & Cathy, who arrived a bit late from their sojourn) at the picnic tables for a brief meeting. Topics discussed were:

- [One Secret message relayed from a friend of a friend, for attendees only.]
- Larry reminded everyone of the changed dates for the Camano Island campout, to July 22/23. There were no camp sites available on the originally-scheduled weekend.
- Firm arrangements have yet to be made for the Fort Flagler campout and annual meeting (Aug 26/27). Lynn Watson will assist Frank Cameron in making final arrangements, and we will announce them when they're finalized.
- Larry had little response to his previous Buying Service proposal, so that idea has been abandoned.
- Al Gunther got a great deal on a load of spruce for *Andiamo* at Fred Tebb's in Tacoma. If you're looking for good wood, contact Al for details.
- Rich Kolin (fresh from his sail, just as we were about to adjourn) announced that the Center for Wooden Boats has set up a temporary workshop (as part of their Cama Beach buildup) near Lake Goodwin, west of I-5 off the Smoky Point exit. Contact Rich if you want to get involved in the CWB activities.
- A short discussion ensued about the possibility of building a small fleet of one-design sailing boats for chapter races. Several designs were discussed, including the Clancy and El Toro. No decisions were made, but several members are aware of burgeoning local interest in the Clancy for kids' building/sailing projects.

The group's tolerance for business reached a level lower than the still-ebbing tide, so we adjourned back to the water. John got his quarterly paddling lesson in Ralph's new kayak, and Larry was in hog heaven as took the helm of Tom's gaff-rigged catboat, thumbing his nose at Stan as he caught a fresh breeze...

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# 1999

## **August 14, 1999 -- Messabout, Campout, and Annual Meeting at Camano Island State Park**

The optimists and sea dogs among us were again rewarded with at least 1 day of good weather as the clouds broke up along the west coast of Camano Island just as the first of our boats were launched Saturday morning. Warm sun and pleasant breezes were interrupted only by the wakes of a constant parade of high-priced motor yachts through Saratoga Passage, washing over the gravel beach and occasionally swamping a few of our smaller boats. Many of the attending members camped overnight in the park, but left relatively early Sunday as the rains finally had their day.

The following members and boats were present: Frank Cameron, Michael Colfer (*Shamrock*), Larry Feeney (*Anemone*), Al Gunther, Bob Kellet (Pygmy Osprey-design kayak), Rich & Cathy Kolin, Stefan Kristjanson (new tortured-plywood Peapod), Ralph Merriman (Mariner kayak), John Nance, Stan Snapp (*Skimmer*), and John Weiss (*DragonSong*).

First order of business was boating. The late-morning breeze steadily built until just after noon, and then gradually dropped to nothing. The sailors, paddlers, and rowers among us each had their hours of ideal conditions. Bob Kellet had the honors of being the first one to reach Cama Beach, site of the new Center for Wooden Boats retreat.

In the early afternoon we gathered among the natural driftwood galleries on the beach and held our annual luncheon and meeting. Election of officers was first on the agenda. There were no new volunteers for nomination, and Stan Snapp moved that the current officers be re-elected by acclamation. There were no objections and seemingly unanimous agreement, so Larry Feeney (President/Treasurer) and John Weiss (Vice-President/Secretary/Webmeister) will attempt to keep the helm of this august group under control for another year.

Next was the planning of the **Y2K schedule**. Larry polled the group regarding the types and number of activities we wanted to support. Stefan Kristjanson declared, with unanimous support, that the most successful aspect of our chapter is that we make "boat" a verb, and that we should keep that as our primary goal. After some discussion, we decided to schedule four "official" messabout/meetings, and supplement them with as many ad-hoc messabouts as desired. The "official" meetings would be targeted to the widest possible attendance, where the ad-hoc messabouts might be limited to smaller groups (e.g., beach-launched, human-powered boats only). Each messabout will have a designated planning contact. The current plan is:

### **Official Year 2000 Messabout/Meetings (all begin about 11 am)**

March 11 (Sat): Bowman Bay -- Larry Feeney & John Weiss  
May 20 (Sat): Lake Forest Park Civic Club (subject to club approval) -- John Weiss  
July 29/30: Camano Island State Park (campout) -- Larry Feeney & John Weiss  
August 26/27: Fort Flagler State Park (Annual Meeting and campout) -- Frank Cameron

### **Current Year 2000 ad-hoc Messabout Plans**

TBA: Jetty Island (subject to tide table review) -- Ralph Merriman  
June TBA: Blake Island (subject to current table review) -- Frank Cameron  
September 16 (Sat): Diablo Lake -- Larry Feeney

We also decided to add at least one event to this year's agenda. Anyone with additional ideas for the boating or the building season is encouraged to contact Larry or John with their ideas.

## 1999 Addendum

TBA Sep/Oct: Snohomish River Row/Paddle. Put in at the city of Snohomish; row/paddle/drift to Marysville. Possible party at Rich Kolin's house afterward. -- Stefan Kristjanson

Larry Feeney urged people to participate in the launching of his electric-powered fantail launch *Amber* Sunday, August 29, at 2 pm. Larry promised to keep the 500 pounds of batteries out of the boat until after we lift it from the cradle, over the wall, and into the water. Appropriate libations will be provided post-launch, but the gate will be locked to prevent slackers from mooching an unearned meal. Directions to Larry's house are on the [web site](#).

The meeting was adjourned to allow the rowers and paddlers to take advantage of the slack wind conditions. However, as soon as Frank Cameron took *DragonSong* out for an "official" test row and John Weiss started his first kayaking lesson from Ralph Merriman, the wind piped up again. Dinner time approached, and boats were hauled out of the water and up to the camp site for the night.

At the close of the day the evening watch took up residence in the campground. This consisted of Frank Cameron, Michael Colfer, Larry and Stephanie Feeney, Stefan Kristjanson, Ralph Merriman, John Nance, and Stan Snapp. Later, Steve Roberts and friend Lisa tore themselves away from Microship work and joined us for a chat around the campfire.

Both John Nance and Michael Colfer provided fine examples of their homebrew expertise, which were duly sampled and greatly appreciated. Stefan later demonstrated how the less-precious variety of brew could be used as a gourmet accompaniment to lamb chops flambe, thus rescuing the President's dinner from a fiery demise.

The morning dawned blustery and overcast, but the crew managed to enjoy coffee and at least a brief breakfast before the rain commenced, thus providing an incentive to break camp and officially declare the first chapter overnight a success and complete.

### June 13, 1999 -- Jetty Island Messabout

Although the day began with spots of rain around Puget Sound, by the time TSCA members gathered at the Everett boat launch there were broken clouds and the weather improved continually thereafter, ending the messabout in full sunshine and T-shirt conditions.

The Jetty Island messabout, our third at this location, was hosted by Tricia Merriman and her father Ralph. Also in attendance were Larry Feeney and Harry Broady. John Nance put in a brief appearance but, unfortunately, injuries sustained in a recent car accident ultimately convinced him that he was not yet up to the outing. We missed his company.

This had been billed as a "low-water/no-water messabout" since a -3.1 tide was scheduled to occur shortly after our launch. Jetty Island is long, low and sandy, lying in the mouth of the Snohomish River. At such a low tide there is significant current coming down the river; and while there was plenty of water in most places for getting to where we wanted to go, some river paddling techniques were in order.

Kayaks were the boats of choice for this trip. After an upstream ferry across the river and a duck-in behind some extensive dredging apparatus, we skirted the shores of Jetty Island as we made our way upstream. Several Great Blue Herons, an osprey on her nest, and a curious (and vocal!) young harbor seal provided the wildlife interest as we made our way to a lovely sand beach on the north end of the island where lunch was consumed.

With uncharacteristically good sense, no business of any kind was transacted.

After lunch and a bask in the sun, we rode the river current back down the estuary to our launch site.

### **June 5, 1999 -- Joint Meeting with Center for Wooden Boats**

A windy meeting, held at the CWB location on Lake Union, was convened aboard the Center's Bristol Bay salmon boat (the Acting Secretary failed to note the exact nomenclature to be applied to said vessel). In attendance for TSCA were Michael Colfer, Ralph and Tricia Merriman, Stan Snapp, Jay Rogers, Rich Kolin, Harry Broady and Larry Feeney. Bob Perkins, Exec. Director of CWB attended and, from time to time, Rich would also don his hat as member of the CWB Board.

The purpose of the meeting was to explore the extent to which the two organizations could interface and support their respective programs. It was initially agreed that each organization should incorporate onto its Web page the other's upcoming events that might be of interest to its members.

President Feeney also extended an invitation for all CWB members to attend TSCA events without the need of becoming members of TSCA. Bob and Rich agreed that a reciprocal arrangement of some sort on behalf of CWB would be appropriate and intend to propose it to their board.

Some discussion occurred concerning the possibility of TSCA adopting one of the CWB boats as a maintenance/restoration project, to be located outside of Seattle. Other ideas included the possibility of CWB offering some of its programs outside of Seattle in conjunction with sponsorship by TSCA. There was some discussion that CWB boats might be made available for TSCA events. Rich suggested that TSCA might cover "satellite" functions for CWB outside of Seattle. Concerns were expressed by TSCA members about the time commitment involved in these undertakings and the extent to which CWB resources would be committed to our own programs. No final agreements were made as to these ideas, and we now await further proposals and follow-up from CWB.

With the needed departure of Bob Perkins the meeting adjourned. The Acting Secretary found himself happily unable to record further activities, since he was offered a position as crew upon Harry Broady's lovely yawl *Nord Vinden*, which was headed back to the launch ramp across Lake Union. At the last messabout Harry was guilty of showing off with his sculling oar; this time, in a brisk breeze, Harry demonstrated the ability to sail a yawl in reverse. A brisk sail, during which the Acting Secretary occasionally functioned as spray dodger for the Skipper, culminated at the Sunnyside boat launch.

### **May 8, 1999 -- Lake Forest Park Messabout**

"We were working the day watch out of Lake Forest Park. My partner's Joe Gannon. My name's Friday.

"The story you are about to read is (somewhat) true; the names have not been changed to protect the innocent."

The Messabout convened at the Lake Forest Park Club, hosted by John and Ellen Weiss. The absence of members John Weiss, Michael Colfer, and Bill Gates was immediately noted.

The following members and boats were present: Sydney McRae (who brought her geodesic aerolite "*Gypsy*" as well as her father David), Stan Snapp ("*Skimmer*"), Larry Feeney ("*Anemone*"), Ralph Merriman ("*Bree*"), Harry Broady ("*Nord Vinden*"), Hugh Evans ("*Cricket*"), John Nance, Ellen Weiss, Frank Cameron and Bob Tapp. New member Bob Kellet arrived with his Pygmy Osprey-design kayak.

Pre-meeting/lunch sailing was enjoyed in light winds. Thereafter the meeting was called to order by Larry Feeney. Larry announced that, for the first time in its life, the Chapter actually possessed a treasury -- \$183, representing two years' chapter reimbursement from National, had finally been received. About 1/3 of this will likely be spent for securing our campsite at Camano Is. Park for the overnight on Aug. 14/15, so all members are further encouraged to attend and see their dues dollars at work.

Ralph Merriman discussed the Jetty Is. messabout scheduled for June 13. There will be a -3.1' tide, and Ralph warned that he has some doubts about the useability of the launch ramp at such low tides. Currents from the Snohomish River coupled with tide changes are also likely to be a factor. All in all, he suggested that the messabout will be most suitable for smaller boats propelled by paddle and oars. Rubber boots are an alternative.

Bob Tapp and Hugh Evans both urged people to attend the launching of Frank Cameron's latest boat "*Sandpiper*" next weekend (Sat. 12-2), to which he has invited us all. She is allegedly very interesting from a design standpoint and beautifully built as well. Frank, who appeared at the messabout later in the afternoon, added that his partner will be preparing special ribs (the kind one devours, not the kind one steams) for the occasion, and there is some chance that John Nance may have a sample of his latest batch of homebrew available as well. Directions are on the website.

Bill Gates, although not physically in attendance, nonetheless offered to provide a small endowment to the chapter. Before this offer could be acted upon, Ralph Merriman pointed out that President Feeney had stupidly managed to have the meeting portion of our messabout coincide almost perfectly with the best sailing wind of the afternoon. The meeting was forthwith adjourned to the boats.

### **April 10, 1999 -- Restoration Shop Tutorial**

A lucky 13 people attended the Finishing/Refinishing Workshop hosted by Marty Loken at The Restoration Shop (near the Fisherman's Terminal at the south end of the Ballard Bridge). The event started with a tour of Marty's new facility, currently home to 15+ classic boats in various stages of restoration, including examples from HackerCraft, Riva, GarWood, Chris Craft, Dodge, and The Disappearing Propeller Company. Marty discussed each of the boats, including their origins, history, and plans for the current restoration projects.

After a brief break for lunch and business meeting, restoration expert Richard Weyer presented the Finishing Workshop developed by him and James Life. He started with discussions of his favorite tools and finishing products, and ended with techniques for ensuring the "perfect" finish for a boat, whether it be a daily runner or a show winner. Our deepest thanks go to Marty and his crew for a valuable and interesting workshop!

Larry Feeney started the business meeting with an announcement of the site for the August meeting and overnight messabout. Larry reserved a campsite suitable for 20 tents at Camano Island State Park for the night of Saturday, Aug. 14. The site has ready access to a road where vehicles and boats may be parked overnight. We will begin to assemble at 11 AM at the beach and boat ramp where most of our daylight play will be, though the campsite may not be ready for occupancy until 1 PM. Rich Kolin is trying to arrange a tour of the boatbuilding facilities at Cama Beach, a CWB facility adjacent to the park. The annual meeting, including discussion of the year 2000 schedule and election of officers, will be held some time Saturday afternoon. People who do not want to camp overnight are encouraged to come for the day.

The assembled group agreed to establish an e-mail list server to take the place of much of the chapter's e-mail correspondence, including organizational information, building tips, and any other information of general or specific chapter interest. Once the list server is established, only event announcements will be sent to the chapter at large via e-mail; other semi-official information will be placed on the web site on the Announcements page, and/or included in the Newsletter. Subscription to the e-mail list server will be entirely voluntary for each individual member. Information on list servers in general, and how to subscribe and participate in our mailing list, will be posted on the web site as soon as it is established. Expect to see the information within a week.

Next month's meeting will be at 11 AM, Saturday, May 8, at the Lake Forest Park Civic Club.

## March 13, 1999 -- Bowman Bay Messabout

So the rainy weather convinced you to stay home today? Too bad! The weather police at the Anacortes Bridge made everyone check their umbrellas at the mainland end; and the weather was sunny, breezy, and comfortably cool at Bowman Bay. Fifteen trusting boat lovers and eight boats (six of them new to the eyes of our chapter) showed up for our first messabout of 1999, and enjoyed brisk (and sometimes challenging) sailing and rowing conditions. Stan Snapp brought his newest -- the small version of White's Nutshell pram; Al Gunther displayed his beautiful, strip-built Oughtred Wren; Bob Hall (visiting from **OARS** -- Old Anacortes Rowing & Sailing Society) sailed and rowed his Cosine Wherry; Dan Taylor showed his well-seasoned Bolger skiff; Ralph Merriman demonstrated how to launch a kayak submarine-style through the surf; and Chuck Graydon & Steve Paus invited us to help paddle and sail their 20' kevlar-skinned Umiak.

After a couple hours of on-the-water play, Larry Feeney trapped us into a brief "business" meeting on the beach as we attempted to get lunch. Old and new members and guests introduced themselves, and we reviewed the upcoming year's schedule. In addition to the previously scheduled events (Restoration Shop Apr 10, Lake Forest Park May 8, Center for Wooden Boats June 5), Ralph Merriman proposed a low/no water escapade at Jetty Island on Sunday, June 13. Bring your beachable boat to the Everett Marina around 10 am, and enjoy touring the sand bars and mud flats by boat and boot around the -3.1' tide at 11:13 am. Frank Cameron invited us all to the launching of his new boat from his shop under the Ballard Bridge sometime this spring; he'll send us all postcards with the date & time when it gets closer (we all agreed it might also give Michael Colfer some incentive to think about *Leprechaun's* belated launching...). We discussed possible sites for the Aug 14-15 overnight expedition and annual meeting. Larry and Al Gunther will research some of the suggested sites and come up with a plan. OARS will host their "Pull and Be Damned" Regatta at Bowman Bay on Aug 21; we're all invited. The Bellingham Maritime Festival is planned for Aug 27-28; Steve Paus will forward more information when plans are finalized.

We discussed options for our presence at the CWB Festival July 3-5, and decided to center our activities around members' boats in attendance. Ralph Merriman expects to have *Bree* afloat in the lagoon, Harry Broady may bring *Nord Vinden* for display on the trailer, and we will contact Jim Callea to find out if he plans on bringing *Czarinna* again this year. We'll attempt to finalize plans at the June 5 CWB event.

Larry asked if any chapter members had a desire to be nominated to the TSCA National Council. There were no volunteers (if anyone else wants to be on the Council, call Bob Tapp or Larry Feeney soon!).

John Weiss announced that the establishment of the "[www.tsca.net](http://www.tsca.net)" World Wide Web domain has been approved by the TSCA National President, and is imminent. It is likely the chapter web site will be moved to the national site, which will effectively have unlimited space for photos and archives. John will announce the change when it becomes effective. Also, John reminded everyone of our "Cooperating Group Accord" with BOAT/U.S., that allows any chapter member to join/renew membership in BOAT/U.S. for 1/2 the normal dues.

That was enough "business" for everyone. The sun re-emerged, lunches were wolfed down, and the boats hit the water for another session...

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# 1998

## November 21, 1998 Bowman Bay Sail Rig Tutorial

Autumn weather in the Pacific Northwest could not keep our members from having a good time messing about in or around boats! The weather gods around Deception Pass were playful, as the clouds and rain of morning broke into a sunny, though cool and breezy, afternoon of boat talk. Fifteen hardy souls met around a cozy wood fire, five boats, and one boatless sail to share experiences with designing, building, and using several types of small-boat sailing rigs.

A brief "business" meeting was held in the parking lot next to *Nord Vinden*. Old and new members introduced themselves, and Larry Feeney announced several members of the Portland TSCA chapter were interested in joining us in the near future. We agreed that all future ad-hoc events would be announced by phone tree as well as e-mail and newsletter, because we got such a positive response for this one. Marty Loken offered the new **Restoration Shop** premises for a meeting/seminar on the topic of our choice this spring. We decided finishing/refinishing was a topic we all need help with; Feb 27, Mar 27, or any Saturday in April are good candidate days. Larry will arrange details with Marty. John Weiss announced the Nov newsletter is on the web site and in the mail. There has been no firm response yet on our offer to help maintain the TSCA national web site.

Harry Broady demonstrated the single-handed ease of handling and instant reefing capability of his canoe yawl *Nord Vinden* with balanced (boom fitting is set so the luff of the sail is forward of the mast) lug rig and lazy jacks. Then Larry Feeney and Stan Snapp set the stage for an inevitable 1999 standing lug rig (tack of the sail is attached to the mast, so the luff remains along the mast) sail-off between *Anemone*, with her newly-installed, boomless rig complete with brailing line (for quick rigging/launching and dousing); and *Skimmer*, with her boomed counterpart. After finally buying a coffee pot, finding water with which to fill it, and setting it on the fire to brew, Michael Colfer espoused the ease and low cost of building the 3000+ year-old, Greek-design sprit rig (simply release the snotter and drop the sprit to reef; don't worry about the flapping) on *Shamrock*, complete with original painter's tarp sail. Ralph Merriman demonstrated the stowability and high-tech zippy-reefing of his store-bought *BatWing* cat rig, which will soon grace his current building project (though Michael refused to let him try it out on his 25-year-old, permanently sailless Gloucester Gull rowing dory).

Meanwhile, Al Gunther, David McRae and daughter Sydney (featured photo model in this month's *WoodenBoat* magazine), John Nance, Dan & Janet Taylor, Lynn Watson, and new members Jim Auguston and Richard Miller heckled the speakers, swapped lies, huddled around the fire, and ogled pictures of Jim's current project, an upscaled (10' long) El Toro pram.

Though the waves caused by the incoming tide and bolstered by the brisk wind deterred us from launching any of the boats, we all learned a bunch of good stuff and a good time was had by all!

## Sep 12, 1998 Meeting at the Wooden Boat Festival

[This is all from memory -- if anyone has corrections, please forward them to me.]

The only thing wrong with the Wooden Boat Festival was that not enough of us brought boats! The weather was just too perfect, instilling at least a minor sense of frustration among us land-bound souls. Marty Loken was busy with customers at The Wooden Boat Shop booth, and Jim Tolpin was busy presenting an oar leather workshop (though he and Cathy had participated in and **WON** the rowing race earlier -- CONGRATULATIONS!!). Michael Colfer, Stefan Kristjanson, Bill & Beth Murray, Cathy Parkham, and John & Ellen Weiss arrived in "lookie-lou" mode. Only Ralph Merriman, in his newly trimaran-configured sailing canoe, paddled/sailed up to the beach at Port Townsend for the festivities. By the time we all met (about 1 PM), even a large portion of the "display" boats had succumbed to the lure of wind and water, and filled the waters off Port Townsend with a brownian-motion seascape of sleek hulls and colorful sails.

Since we "had to" discuss business of some kind as we gathered near Marty's booth, we decided that lack of information and particulars has signaled the implied cancellation of the San Juan Islands rowing event next week. We drifted into updates of our individual boat-related progress (Michael bought a trailer for the Nutshell that just happened to have a Whitehall on it; Stefan, with 7 boats populating his yard, has temporarily ceased actively seeking new commissions at least until he finishes his current project; Ralph finished his trimaran conversion while making slow progress on his latest Oughtred design project...). We then walked to the beach and admired Ralph's very elegant tri-canoe. After the appropriate amount of discussion and watching of the on-water warmup for the schooner race, we helped Ralph launch into the fray of messing about ("**Watch out for that...** Avon..."). The rest of us adjourned to the beer tent for further discussions, though Ellen got distracted enroute by the adjacent arts & crafts festival. Eventually, we drifted individually toward the ferry dock and one last look at the fleet as we were dragged back to the "real world"...

## Sep 5, 1998 Meeting "Official Unofficial Minutes"

The Wood & Water event, traditionally organized by the Whatcom Maritime Historical Society, was held this year in conjunction with the PITCH Regatta, a benefit for the Whatcom County Hospice program and took place at Squalicum Harbor on Bellingham Bay rather than on Lake Whatcom. The TSCA meeting in conjunction had been scheduled as a rendezvous for those who were attending the Wood & Water event.. At the time and place specified it turned out there were only 4 of us: Rich & Cathy Kolin and Larry & Stephanie Feeney. Rich's latest design/creation, a 14' lug-rigged Whitehall *Catherine*, was also present, however, so she was duly launched and set sail, with all 4 aboard, through Squalicum Harbor and out into Bellingham Bay, garnering many smiles, waves and appreciative glances. With plenty of sun and a gentle but reliable breeze, the sail was a great success for the participants even if the meeting itself was sparsely attended.

## **Aug 15, 1998 Meeting "Official Unofficial Minutes"**

The following members/boats were in attendance on the shores of lovely Lake Whatcom: Feeney (*Phoebe*, *Anemone*), Snapp (*Skimmer* and recently-launched Devlin/Snapp design *Pass 'N Bye*), Paus (very traditional and beautiful Whitehall), Weiss (*DragonSong*), Gunther, Lyle (*Wild Yarn II*), Brada ("Fine Woodworking Takes To Sea" Electric Launch *Rusalka*), Clancy, Tapp, Lehman, and Broady (*Nord Vinden* canoe yawl).

Most members assembled at Bloedel Donovan Park at the Northwest end of the lake and headed southeast into stiff winds and increasing wave action as the flotilla neared Larry Feeney's house on Strawberry Pt., about 3 miles down the lake. Exciting moments were, in fact, experienced. Shortly after arrival lunch was declared and thereafter a meeting was convened and chaired by Pres. Tapp. The following weighty decisions ensued:

### **Calendar**

**September 5, 1998.** Next get together will be for those attending the "Party On The Point" festivities on Sept. 5 at Zuanich Park in Bellingham. Whatcom Maritime Historical Society is a participating host of the event and it replaces their traditional "Wood & Water" Festival this year. There will be music, food, children's activities and various marine-related events, including a classic boat show (plenty of moorage space available we are told), artifacts from the Maritime Museum on display, boat related vendors, etc. TSCA members present should gather at the top of Gate 6 at 1:00.

**September 12, 1998** at the Port Townsend Wooden Boat Festival. Members present should gather at the Wooden Boat Shop booth at 1:00.

For the coming year it was decided to make a major emphasis for 3 meetings/messabouts, planned well in advance, with other, more impromptu events to be scheduled as the mood dictates. Our 3 BIG events will be:

**March 13, 1999.** Bowman Bay on Fidalgo Is. near Deception Pass. It was unanimously agreed that this was one of the nicest locations and most enjoyable events we held this year. We will do it again! Assemble at 10:00 a.m.

**May 8, 1999.** Lake Forest Park. John and Ellen Weiss have again invited us to enjoy the hospitality of the Club and will be making the arrangements. 10:00 a.m.

**August 14, 1999.** We will make an attempt at our first overnight expedition! A small committee has volunteered to scout out the possible locations. Nominations are actively encouraged from all. Requirements include a decent ramp for the larger boats, camping/accomodation nearby (Bob T. says his days of sleeping on the ground are over), enough water to amuse us for a couple of days and suitable for the various sizes and types of boats to be expected. This is likely to be next year's Annual Meeting so get it on the calendar!

We will again put together a table/booth for the CWB festival over **July 4th** and volunteers and ideas will be solicited. Many also expressed disappointment at having missed the Jetty Is. messabout this year and we hope Ralph can be convinced to lead us again. All members are encouraged to suggest additional times and places for us to get together in the year ahead.

## Elections

President Tapp having expressed a desire to retire into the private life of a member after his successful term as First President and Founder, **Larry Feeney** was elevated (?) to the post of **President for 1999**. He will continue to serve as **Treasurer**, since there is still no Treasury and, thus, the duties are minimal.

**John Weiss** was gracious enough to accept the position of **Secretary for 1999**, adding to his already major responsibilities as **Webmeister**. In an effort to minimize both the work and expense, it was agreed that hard copies of the newsletter and any other mailings (such as this one) will in future be made available electronically to those who are Internet-connected unless they specifically request otherwise.

With great relief the meeting portion of this messabout was declared adjourned and those assembled embarked for the voyage back to the Park. With the wind now astern, *DragonSong* had a rollicking go of it, although *Pass 'N Bye* did beat her back to the dock. All in all, the boats (and their crews) -- from kayak to mini-cruiser -- did well and proved their mettle.

## **Aug 1, 1998 Messabout**

Rich and Cathy Kolin with *Catherine* and John Weiss with *DragonSong* met at Devlin Boat on Eld Inlet outside Olympia. After meeting Sam Devlin and taking the grand tour of Sam's shop and latest projects, we launched the boats on the rising tide. Rowing and drifting in the light breeze was the order of the day, since the wind only briefly blew more than 5 knots. After the tide peaked, and giving due consideration to the local low-tide hazards, we retrieved the boats in mid-afternoon. Since we didn't have a quorum for a "real" meeting, we spent time discussing boat books and the boat building business with Sam. It was a day well spent.

## **June 20-21, 1998 Messabout (Meeting?!? We don't need no steenking MEETING!!!)**

Ralph didn't steer us wrong -- we had a GREAT day on the water and a tropical sand beach Saturday! Ralph & Trisha Merriman and their kayaks, Marty Loken and his Union Bay Skiff, Harry Broady and his beautiful Bill Clements-built 13' *Nord Vinden* canoe yawl, and John & Ellen Weiss and *DragonSong* met at Everett Marine Park to sail, paddle, and row to Jetty Island and beyond. Jetty Island is situated such that only 15 minutes' sail or paddle out of the busy Port of Everett, you are out of sight of the "big city" and can imagine you're miles from the cares of civilization.

The north end of Jetty Island has a run of excellent, clean sand beaches and bars at low tide. Marty and Harry beached their boats temporarily on a sand bar to stretch their legs and explore a bit among the bald eagles, and the Weisses tested the shallow-water mettle of the SeaPearl while tacking up the channel. We walked the sand, drooled over Harry's meticulously constructed and maintained boat, sat on huge logs while we chatted and ate lunch, and succumbed once more to the call of the wind and waves. The Merrimans and Weisses boarded *DragonSong* and explored the local shipwrecks and the beach houses on the opposite point, while Harry and Marty skimmed across the sound on *Nord Vinden*. Wind was 15 knots or so out of the west, the sun was unobstructed, the temperature in the mid 70s, and we were trapped between views of the Cascades and the Olympics -- sounds like Paradise to me! Late in the afternoon, we returned to the beach, watched Trisha enjoy the rope swing hanging over the incoming waves for a while, and recovered the skiff and kayaks, which were just out of reach of the high tide.

Tricia and Ralph went back to Everett on Sunday with *Bree*, to take a friend for her first sail ever. At the ramp they encountered Hugh Evans and dory *Cricket*, with son Alex and mother (visiting from California) for the messabout! He had somehow missed or forgotten about the date change.

They headed down the channel, around the island, and wound up on the beach again. Alex had a great time in the sand, and Hugh's Mom was wonderfully knowledgeable in boats and boating. We know now where Hugh got his interest and savvy. After some boat talk was more sailing, out into the sound outside of the island and up the channel to the take-out. The sailing weather was again ideal -- lots of warm sun, wind from the WNW at 10 - 12, and whitecaps just starting up.

All in all, a great weekend -- two messabouts with perfect conditions! The rest of you -- too bad you missed them!

### **May 9, 1998 Meeting**

Typically inaccurate list of attendees: John & Ellen Weiss (*DragonSong*), Larry Feeney, Ralph Merriman (lapstrake sailing canoe, Oughtred design), Rich Kolin, Hugh Evans (*Cricket*), Jay Rogers, Marty Loken (lapstrake double-paddle canoe), Frank Cameron (decked dory, Iteration No. 3-No. 4 presently a-building) and Stefan Kristjanson (16' Gloucester Gull). We were honored to meet and talk with Myron Young who somehow identified our group in amongst the moored mega-yachts, houseboats and commercial vessels which otherwise encircled Gasworks Park, the site of the event.

The meeting aspect of the meeting was foregone in favor of a cruise amongst the picturesque waterfront in the direction of the Washington Park Arboretum. For those of us who had never done this before, it was fantastically interesting, with many interesting boats to be seen, colorful houseboats and many waterfront-oriented establishments lining the route. There was occasionally enough wind to push *DragonSong* and Ralph's lug-rigged sailing canoe, but paddles, oars and John and Ellen's totally silent electric auxiliary were often the order of the day.

Please take note: There is no event currently scheduled for the month of June. Several of us talked about a plan to get together, however, at Jetty Island, up near Ralph Merriman's stomping grounds in Everett. He is checking out tides for June weekends. If this takes place, the only announcement will be via e-mail so if you get a note 1) please come and 2) please let any of our un-connected compatriots know. Ralph says the spot is fantastic.

### **April 25, 1998 Meeting**

At least the following people and boats were present (the Secretary's list of attendees being of dubious accuracy and the attendees themselves being notoriously unreliable at signing in): Larry Feeney (*Anemone*), Paul Marlow, Bob Tapp, Stefan Kristjanson, John & Ellen Weiss (*DragonSong*), Rich and Cathy Kolin (*Scout*), Stan Snapp (*Skimmer*), Ralph Merriman (*Bree*) and Hugh Evans (*Cricket*). It was an excellent day for sailing at lovely Lake Forest Park and lug sails and sprits (not to mention *Bree*'s lovely curved gunter rig) soon dotted the upper end of Lake Washington. A match race between *Bree* and *DragonSong* did not actually occur, although the boats were sailed in great proximity and their respective skippers wore looks of more-than-usual determination and concentration.

Lunch was consumed. Pres. Tapp adjourned the meeting. Several attendees asked if there had been a meeting. Pres. Tapp mentioned that Myron Young, Grand Exalted Leader of National TSCA, would be visiting the Northwest in early May and that it might be possible to meet with him. *DragonSong*, John and Ellen's new SeaPearl, was toasted and "christened" although the champagne bottle was prudently left intact. Except for the contents, that is.

## **March 14, 1998 Meeting**

The meeting was convened beside the placid waters of Bowman Bay, on Fidalgo Is., near spectacular Deception Pass. The following members were in enthusiastic attendance: President Tapp, Secretary/virtual Treasurer Feeney, Stan Snapp, Lynn Watson, Jim and Cathy Tolpin, John and Ellen Weiss, Ralph Merriman, Rich and Cathy Kolin, Michael and Gregory Colfer, Stefan Kristjanson and Bill Murray. More importantly, the following boats were in attendance: *Anemone* (Acorn 12), *Skimmer* (Shellback 12), [To Be Named] (14' wherry), *Bree* (17' Oughtred sailboat), *Scout* (Kolin tender), *Shamrock* (Culler Good Little Skiff), *Selkie* (Nutshell Pram), *Aimless* (Kristjanson dory) and [To Be Named] (16' Gloucester Gull). Certainly the finest collection of boats we've yet enjoyed, and an inspiring sight!

President Tapp called the meeting to order, and the reading of the non-existent minutes was waived. The Treasurer's Report was highlighted by Pres. Tapp's announcement that he had failed to contact National about our membership reimbursement. The Treasurer was heard to wail; Pres. Tapp offered to loan him postage money. Pres. Tapp also offered to contact National.

John Weiss' offer to act as liaison with BOAT/U.S. was gratefully accepted and a discussion of the discounted insurance program ensued.

Articles for the long-overdue Newsletter were solicited and offered.

To the relief of all, the "official" meeting didn't last long. In fact, it served as a good excuse for eating lunch before re-embarking upon some serious boating. Stan Snapp's newly-launched Shellback was tested and approved by several, while Ralph Merriman's similarly newly-launched sailboat (at 17' our largest small craft) was gratefully enjoyed by a number of us. In the interests of education the nuances/distinctions between gaff-rigs and sliding gunter rigs were debated; as were the differences between Whitehalls and wherries. A generous swapping of boats, information, and experiences was, in fact, the hallmark of the occasion.

## **January 25, 1998 Meeting**

(Here's what happened.)

The meeting convened at The Wooden Boat Shop on Portage Bay. The following members were in attendance: host Marty Loken, president Bob Tapp, Rich Kolin, Jim Callea, Tom Callea, Frank Cameron, Michael Colfer, Hugh Evans, Eric Hvalsol, Bill Lehman, Ralph Merriman, and John Weiss.

Bob Tapp convened the meeting. We discussed old business including the state of our membership (now 29 strong), our spring/summer calendar, members' input to the newsletter and web site, and the current reorganization status of the National TSCA.

New business included a proposal that we join BOAT/U.S. as an affiliated member organization. BOAT/U.S. is a strong lobbyist for recreational boaters as well as a vendor of boat equipment and insurance at reasonable prices. With the affiliation, any TSCA Puget Sound member will get 50% off annual membership dues to BOAT/U.S. In return, we only have to provide BOAT/U.S. with annual samples of our newsletter and/or similar notices of our activities. Bob declared a quorum, and the proposal was approved pending a "no objection" response from the National TSCA. Hugh Evans warned us of a current Coast Guard proposal to require wearing of life jackets at all times in boats, and noted it would substantially inhibit his rowing. Comments can be sent to the Coast Guard by Feb 2.

Marty Loken announced that TSCA members would be entitled to a 10% discount at The Wooden Boat Shop "in perpetuity" (I think that's a long time, but check with Marty to be sure). We thank him profusely for his offer (thank him even more by buying your "stuff" there)!

Finally, we got to what we REALLY met for: Rich Kolin began his oar-making workshop where he told us how we are supposed to do it, and showed us how he really does it. He finished with a tutorial on the care and sharpening of basic woodworking tools.

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# 1997

## **Oct. 11, 1997 Meeting "Official Minutes"**

(There are no "Official Minutes"; here's what happened.)

The meeting convened at Lake Forest Park on the north end of Lake Washington. The following members were in attendance or joined at this meeting: Bob Tapp, Larry Feeney, Stan Snapp, Jay Rogers, Bill Lehman, Marty Loken, Paul Marlow, John Weiss, Ellen Weiss, Stefan Kristjanson, Bill Murray and Hugh Evans. Even better, 6 boats were in attendance (the secretary claims 5, but I claim my boat IS a boat...) and were put to good use during the course of the afternoon.

After lunch Pres. Tapp convened the meeting. There being no official minutes, they were neither read nor approved. Communications from the National TSCA were discussed. The non-existent state of the treasury was also discussed (we expect to get some money back from National after Jan. 31, based on our membership as of that date.) Bill Gates and The Artist Formerly Known As Prince were elected to honorary membership. A discussion concerning a special dues structure for honorary members ensued.

The calendar of 1998 events was discussed at length and will be printed in the next Newsletter.

A fascinating discussion concerning the traditional use of seals as ballast was ruled out of order.

As the sun came out and the rain ceased, the members adjourned to boats and the water.

## **Sept. 7, 1997 Meeting "Official Minutes"**

(There are no "Official Minutes"; here's what happened.)

The meeting was held in conjunction with the Port Townsend Wooden Boat Festival. The following members, some of whom joined at this meeting, were in attendance: Bob Tapp, Michael Colfer, Stan Snapp, Larry Feeney, John Weiss, Bill Lehman, Marty Loken, Dan Taylor, Lynn Watson (with canoe yawl Katie Mae) and Steve and Gladys Clancy. Some even assembled at the appointed time. Lynn, upon whose boat the meeting was held, was not among the timely attendees although the meeting proceeded without him. It also proceeded with him, later. The main discussion focused on the October meeting at Lake Forest Park. Members were encouraged to bring their boats to this meeting and to enjoy the facilities which John and Ellen Weiss have arranged for us. We will also discuss an agenda for winter activities, one event of which will be a tour of Seattle boatbuilding shops which Bob Tapp has been organizing. Another meeting will hopefully be held in conjunction with the launching of Michael Colfer's 26' sharpie. Michael was heard to promise to keep his nose to the grindstone.

### **Aug. 17, 1997 Meeting "Official Minutes"**

(There are no "Official Minutes"; here's what happened.)

The second meeting of the Puget Sound chapter was held on Sun., Aug. 17, in conjunction with the Wood & Water Show on Lake Whatcom, Bellingham, WA. The following members, some of whom joined at this meeting, were in attendance: John and Ellen Weiss, Rich Kolin and family (and sailing dinghy Scout), Larry Feeney (and sloop Phoebe/ Acorn 12 Anemone), Steve and Gladys Clancy (with their Matinicus Peapod, 14' Whitehall and 1953 Shepard Sea Master 20), Jon Shafer (with his beautiful newly-launched Herreshoff dinghy), Dan Taylor (with his Wee Lassie replica), Bob Tapp (who attended the pre-meeting on Sat.), Stan and Marian Snapp, Al Gunther, and Steve Paus (with his gorgeous Whitehall). At the appointed time some of the members gathered, generally expressed satisfaction with the good weather and the fine assembly of boats, and then adjourned to the water. John and Ellen Weiss embarked upon a sailing voyage in a lapstrake Shadboat which was entered in the Show and which was for sale, having previously arranged with the owner to inspect and test sail. Simultaneously, Al Gunther took Larry Feeney's Anemone out for a spin while Larry, Dan Taylor and guest Bill Hogan set off in Phoebe. While out, cavorting about and generally messing about to beat the band, Rich Kolin arrived with Scout. All laid to in order to help Rich launch and Rich thereafter sailed sweetly out from behind the breakwater, to be engulfed in the fleet of rowboats, steam launches and mahogany runabouts.

### **Jul. 26, 1997 Meeting "Official Minutes"**

(These are taken from Vol. 1 of the Newsletter.)

The sun shined; the waters of Lake Whatcom lapped at the hull of a Herreshoff sloop; and a handful of TSCA members met to found Washington state's chapter of the TSCA. Bob Tapp, whose initiative got the ball rolling, chaired the meeting and was rewarded for his efforts by being elected the Chapter's first President. Larry Feeney, who had offered to host the first get-together, was similarly rewarded by being elected Secretary/Treasurer. After the business of adopting bylaws, the members proceeded to suggest locations and events for our next meetings, (see Calendar). Finally, some lunch and what it was all about-some general messing about. Member Marty Loken from the Wooden Boat Shop had brought his new pedal boat and most of those present had a chance to give it a try. Most also had a chance to try out Larry Feeney's 17' Herreshoff Knockabout Sloop and his Acorn 12 Anemone. Hugh Evans was the only member present who took the opportunity to try out the pleasant waters of Lake Whatcom sans boat.

Subsequent to the meeting on July 26 Bob Tapp submitted the necessary paperwork to the National and we should be receiving our official charter/acknowledgment shortly.

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