

The Ash Breeze

Journal of the Traditional Small Craft Association

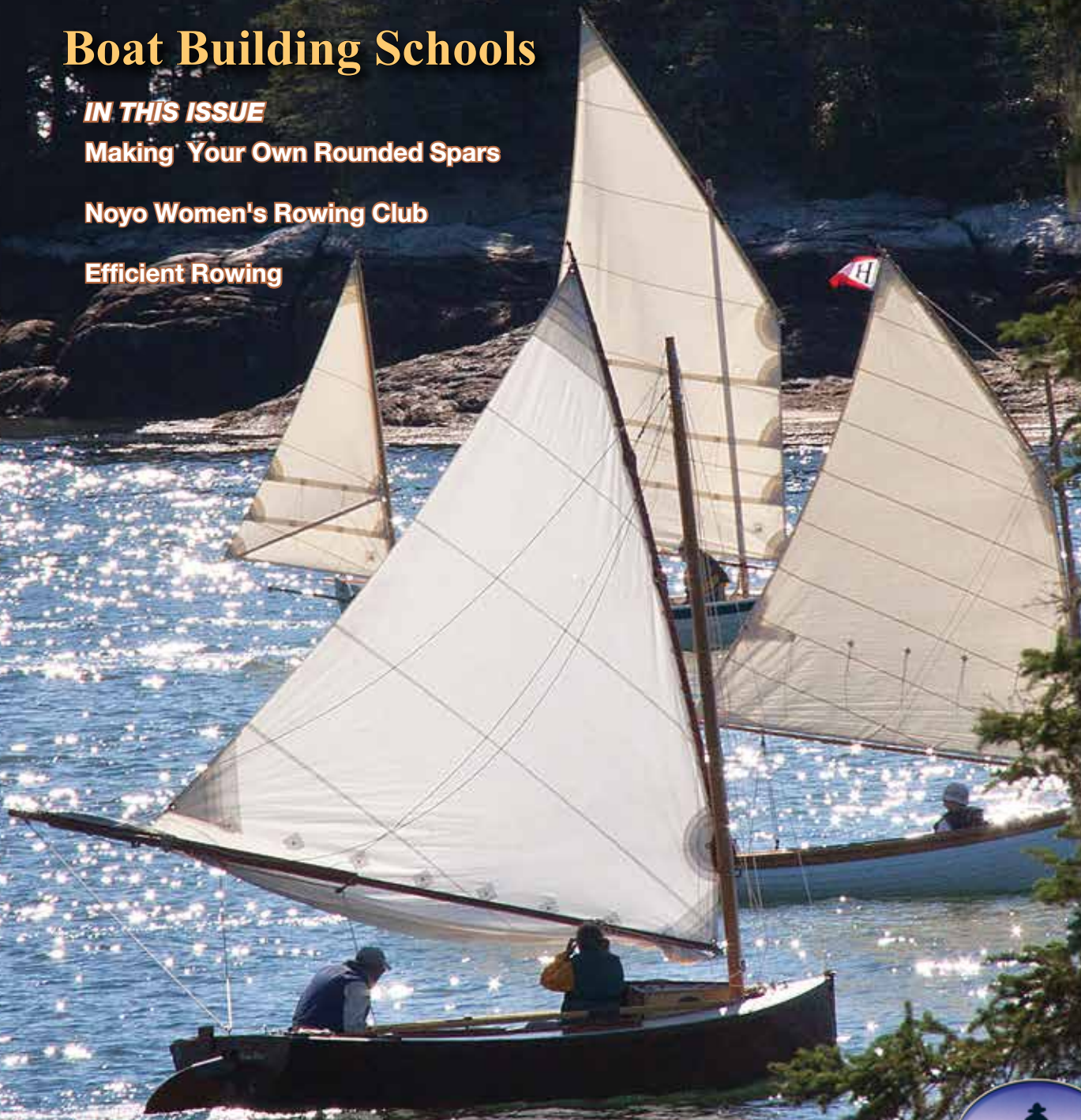
Boat Building Schools

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The Traditional Small Craft Association, Inc. is a nonprofit, tax-exempt educational organization that works to preserve and continue the living traditions, skills, lore, and legends surrounding working and pleasure watercraft with origins that predate the marine gasoline engine. We encourage the design, construction, and use of these boats, and we embrace contemporary variants and adaptations of traditional designs.

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

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President's Message

A strong foundation is necessary for roads, bridges, and buildings. Strong foundations are also necessary for successful endeavors. Taking time to learn foundational boat building skills allows us to build better vessels. Many of us have learned skills in bits and pieces that allowed us to complete a project. I for one was not always satisfied with the results of the bits and pieces method. When I have taken the time and made the effort to learn the fundamentals, I was able to do a better job. What's more, I was able to rely more on my own judgment to make good project decisions.

In this issue of *The Ash Breeze* we will feature boatbuilding schools. Schools are where we boat builders go to learn the fundamentals of boatbuilding. There are many fine schools across the country. Schools provide us with an organized way to fill in some of those fundamental blanks; some we self-taught builders have. Better yet, it is the best way for someone who aspires to build boats to get started on the right path.

As the boating season approaches, TSCA chapters plan activities and events. Please let me or Andy Wolfe know about your plans so we can include them in *The Ash Breeze*. I am excited to share with you that my home chapter here in Texas is planning a wooden boat festival for October 17–19 in Port Aransas, Texas. This festival will be a little different because it will celebrate how plywood has influenced boatbuilding in past sixty years. More information will be forthcoming.

I want to extend a heartfelt thank you to those members who have helped the TSCA financially by renewing for multiple years, upgrading their membership, or just adding a few extra dollars to their membership renewal. This along with an increase in membership is helping make TSCA ends meet so we can continue to provide member benefits and support the chapters.

–Frank W. Coletta
President

Traditional Small Craft Association

June 21 Classic Boat Show and Small Craft Festival

The 33rd annual boat show at the Michigan Maritime Museum will be held afloat and on shore in conjunction with South Haven's HarborFest and through the sponsorship of the Museum's TSCA Chapter. Classic and traditional small craft—row, paddle, sail and motor—will be featured with demonstrations throughout

the day as well as toy boat building for kids. For more information and registration forms, contact the museum at 260 Dyckman Ave. (at the bridge) South Haven, Michigan 49090, Tel: 269-637-8078 or go to MichiganMaritimeMuseum.org. Questions to boat show coordinator, Sandy Bryson, at sbryson@msu.edu.





Boat Building on the Great Lakes

by Andy Wolfe

It was 1972 when I met Ralph Lowell and started sweeping floors in his Amesbury, MA, boat shop. I was a college student, in love with traditional small craft, and thinking hard about how to make a life and living. Boat building schools were basically unknown then, though a few were starting up.

I visited with John Gardner at Mystic Seaport and after he examined my hands, he remarked, “Haven’t built much, have you?” He advised me that the future of small boat building was in the hands of amateurs—people who do it for love and passion. I went into the newspaper business and didn’t build my first boat until 1993.

The story is quite different today with high quality boat building schools and programs located in all corners of the country. Some stand alone, some are associated with museums, and some are quite outstanding, but all are working toward enhancing the opportunity for students of all ages to develop and hone the skills and craftsmanship to propel boat building into a bright future. Throughout the year, *The Ash Breeze* will be looking at boat building programs across the country, starting in the middle with the Great Lakes Boat Building School, located in the eastern end of Michigan’s Upper Peninsula, the Les Cheneaux Islands.

The concept for the school was inspired by the longstanding wooden boat building heritage in the Great Lakes Region. Beginning in 2005, a group of resident and summer citizens of the Les Cheneaux Islands teamed up to explore the concept and

feasibility of establishing a wooden boat building school. Funds were raised to purchase property in Cedarville, MI, and to design and construct a new 12,000 square foot facility exclusively for teaching wooden boat building, all within 18 months.

From this grass-roots beginning, the Great Lakes program is now one of the five major professional wooden boat schools in the U.S. with students from all over the United States, as well as abroad, including Canada, England, the Caribbean Islands, and China. Tuition for the first year, including tools and living expenses, is estimated at \$21,535, which places the program on par with most in-state college programs and below the other dedicated boat building schools. According to Bud McIntire, “Eighty-eight percent of our incoming students graduate, and ninety-two percent of the 2012–13 class found employment at reputable boatbuilding or fine woodworking shops or have started their own shops.” McIntire is Director of Student Services and Industry Relations at the school.

Students at the Great Lakes Boat Building School work on boats designed by some of the most widely-respected yacht designers in the world including John Hacker, Steve Van Dam, Paul Gartside, John Atkin, and Nelson Zimmer. McIntire said, “Boat projects are selected to maximize the hands-on learning opportunities for our students and are also chosen for their timeless aesthetic and functional qualities.”

The school’s first-year class size ranges from 12–18 students, providing personalized instruction and variety of learning

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Top: Two TSCA chapters helped with the oars for this student-built, Beetle-designed whaleboat for the Charles W. Morgan, launched at Mystic Seaport, July 2013. Photo by Bud McIntire.



The Apprenticeshop

by Andy Wolfe

Traditional boatbuilding and seamanship is at the core of The Apprenticeshop, a seafaring tradition on the coast of Maine. For over 40 years The Apprenticeshop has been dedicated to instilling in students the enduring values of problem-solving, self-confidence, and leadership through the craft of wooden boatbuilding.

Inspired by the education philosophy of Kurt Hahn and his Outward Bound programs, the school was founded by Lance Lee in Bath, Maine, in 1972. Today, the school continues to operate with the idea that education should simultaneously encourage thought and action, not one or the other. The Apprenticeshop is recognized internationally as one of the finest and oldest traditional boatbuilding schools in America.

At the Apprenticeshop, students learn boatbuilding the way it's been done on the Maine coast for hundreds of years—using the steam box, the hand plane, and the roving iron. On the water, students learn seamanship and team work in peapods, whitehalls, and keel boats, with a variety of rigs: schooner, sloop, and lug—all traditional Apprenticeshop-built craft. Through the rigors of this demanding discipline, apprentices work through challenge after challenge, gaining both the craftsmanship of the boatbuilder and the wisdom of experience.

The Apprenticeshop curriculum is divided into three programs of focus: CORE, a 9-month course that provides students with a solid foundation in the craft of wooden boatbuilding and construction. ADVANCED, for second year students with the skills and confidence of basic wooden boat construction to apprentices on commissioned or custom boat builds. And, INTENSIVE a 12-week immersion in the world of wooden boatbuilding. Students construct a boat of their choice under the guidance of Apprenticeshop instructors while completing their other full-time boatbuilding courses.

Apprenticeshop students gain the skills necessary for entry-level positions in a wooden boatbuilding shop or yard from the CORE program. The first months of the course focus on tool use, maintenance, finishing techniques, shop safety, and more through the loft-to-launch construction of a lapstrake 12-foot flat-bottomed skiff. The second block of CORE focuses on wood and composite boatbuilding techniques, building a sea kayak or stand-up paddleboard.

Past ADVANCED projects include the 23-foot Gilmer design Blue Moon, 24-foot Carney Lobster boat, 17-foot Fitzgerald work skiff, a Barnegat Bay Duck boat, and a variety of other small skiffs and tenders. Working in tandem with the master builder, the students learn how to solve unpredictable problems, to be innovative, and to develop a deep sense of craftsmanship. Concurrently, apprentices gain the experience of balancing the resources of time and materials, and learn the nuances of client relationships.



ADVANCED apprentice, Garrett Farchione has finished lofting for a Columbia Hershoff dingy.

Experience is fundamental to the Apprenticeshop education model. The INTENSIVE program presents students with a project to learn on their own—as they go. Using a manual, the reference library, and seeking help from instructors and other students, INTENSIVE students hone their problem-solving skills and self-confidence, taking on any new and complicated project. Students choose boat building projects like the Susan skiff, a Nina sailing dinghy, or sea kayaks in this program.

For more information visit The Apprenticeshop website at www.apprenticeshop.org or call the school office (207) 594-1800 or email info@apprenticeshop.com.

Floating Fleet Day at CBMM

On Saturday, May 31, the Chesapeake Bay Maritime Museum (CBMM) in St. Michaels, MD, will host Floating Fleet Day, where visitors can experience the Miles River aboard an authentic Chesapeake wooden workboat. For a nominal fee, 30-minute boat rides will be offered between noon and 3 p.m. aboard many of CBMM's floating fleet. For more information, call CBMM at 410-745-2916 or visit www.cbmm.org.



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Efficient Rowing

by John Murray

What if I were to tell you that everything you believe about rowing is wrong? Some things you read in this article may seem counterintuitive, but they derive from observation and theory and have been verified experimentally (see the “Turbo Oar” story on my website: www.gacooarlocks.com) and employed in oar design. Doesn't make sense you say? When Einstein was told that his theory of time dilation at speed didn't make sense he observed that: “Common sense is merely a set of prejudices we acquire before the age of eighteen.”

It is the bane of my life getting my galley slaves to take long slow strokes on our excursions. How can I convince them that long slow strokes driven by the strong torso muscles are less effort than arm driven short strokes? I believe that we can improve our rowing by a careful analysis of the ergonomics of the process.

It is an extraordinary fact that the oar of a racing scull is only 9-foot long. Based on this, we should be able to calculate the comparative length of an oar for a fixed seat rowing boat.

Some rough measurements show that extensions of the body in rowing are as follows:

Legs: About 50 cm. or 30% (strong).

Torso: About 50 cm. or 30% (very strong).

Arms: About 60 cm. 40% (relatively weak).

Thus body extension in a fixed seat rowing boat is 70% (arm and torso) of the extension of the sliding seat boat. Consequently the fixed seat boat should have an oar 70% of 9 feet which is 6.3 feet. At this stage it behoves us to analyse why the racing sculls use such short oars.

It is commonly believed and is even mentioned on some websites, that every effort should be made to row with the oar at right angles to the boat as



Galley slaves bank oars for a rest with the author as stroke. Drug of choice, exercise induced endorphins.

this is thought to be the most efficient mode. Racing sculls have the chance to maximize this option by widening spread (inboard length of the oar) by extending the outriggers so that longer oars can be used. We might expect that moving the oars through an arc of about 60 degrees would then give the optimum performance. However this is not the case. Racing sculls choose to use shorter oars and swing them through an arc of 100 degrees.

On the next page is a representation of a rower photographed at three stages of the same stroke. The dots represent the position of the blade tip at every 5 degrees of stroke angle. The boat is moving up the page relative to the oar blade. Careful study shows that the oar at the end of the stroke has unexpectedly moved forward in the water. The only phase of the stroke where the oar moves in the expected backwards direction is at the drive. This requires some explanation.

At the catch the blade is moving forward in the water at three quarters the speed of the boat, because of its 70-degree angle. This forward motion establishes a flow of water from the tip of the blade to the root as shown in

the left side of the diagram. A gradual application of effort encourages this water flow with the blade acting like a sail. As the rower applies force to the handle the blade moves $\frac{3}{4}$ outward and $\frac{1}{4}$ rearward. According to some theories $\frac{3}{4}$ of our effort is being wasted. Instead we have a forward impetus in the water that is especially effective in the same way as a wing or a sail. A rowing blade, due to the density of water, is equivalent to a 270 square foot windsail. If the blade is stall free, then the boat will move forward over 3 times faster per change of oar rotation than at the drive, but with $\frac{1}{3}$ the force.

As it travels through its stroke, the blade changes its angle of drive so rapidly that water begins to slip off the end of the blade due to centrifugal force. This happens about 10 degrees after the catch. This is where the spoon blade is effective as it redirects this departing water in a rearward direction giving more thrust (action and reaction). I have argued in another article “Turbo Oar” on my website (www.gacooarlocks.com) that a curve of over 50 degrees will be even more effective. This turbo effect is only obtained with a spoon oar. The flat blade oar misses out to a large extent



on both the sailing and the turbo effect as it stalls in the water and loses energy because of this. It effectively spends more energy stirring the water and is best used with longer oars and shorter strokes.

At the drive the oar has the most power but is less efficient because it is stalling with water flowing around the blade in eddies and wasting energy. At the start, racing sculls use short strokes around the drive angle for acceleration but as speed increases, the more efficient large catch

angles are employed. Ordinary rowboats suffering heavy loads or headwinds will benefit from shorter strokes around the drive angle. You might say that changing stroke length is the same as changing gears.

The oar is released from the water at less than half the angle at the catch. There are many reasons why this is so:

1. At the catch the water is fresh and undisturbed.
2. At the catch both the torso and leg muscles are fully employed.

3. The boat is now travelling at full speed, and it is advantageous to make the recovery stroke at this point.

4. The curve of the spoon oar that works to the advantage of the catch does the reverse at large release angles.

How theory informs our rowing:

Based on the above, the following rules may help guide to a more enjoyable rowing experience.

Spend some money on spoon oars, as they are the most important part of the boat. You might even try the Turbo blades.

(There is an excellent article appearing in *The Ash Breeze*, 1990 winter edition, that describes among other things how to make a spoon blade. It can be found by googling “John DeLapp, spoon oars.”)

Use oars that are no longer than 7½ feet unless the beam of your boat requires it. The rowlock blocks or side mounted on the inside of the gunwale. I have reduced the turbo oars to 7 feet.

Take short strokes when starting or against strong winds.

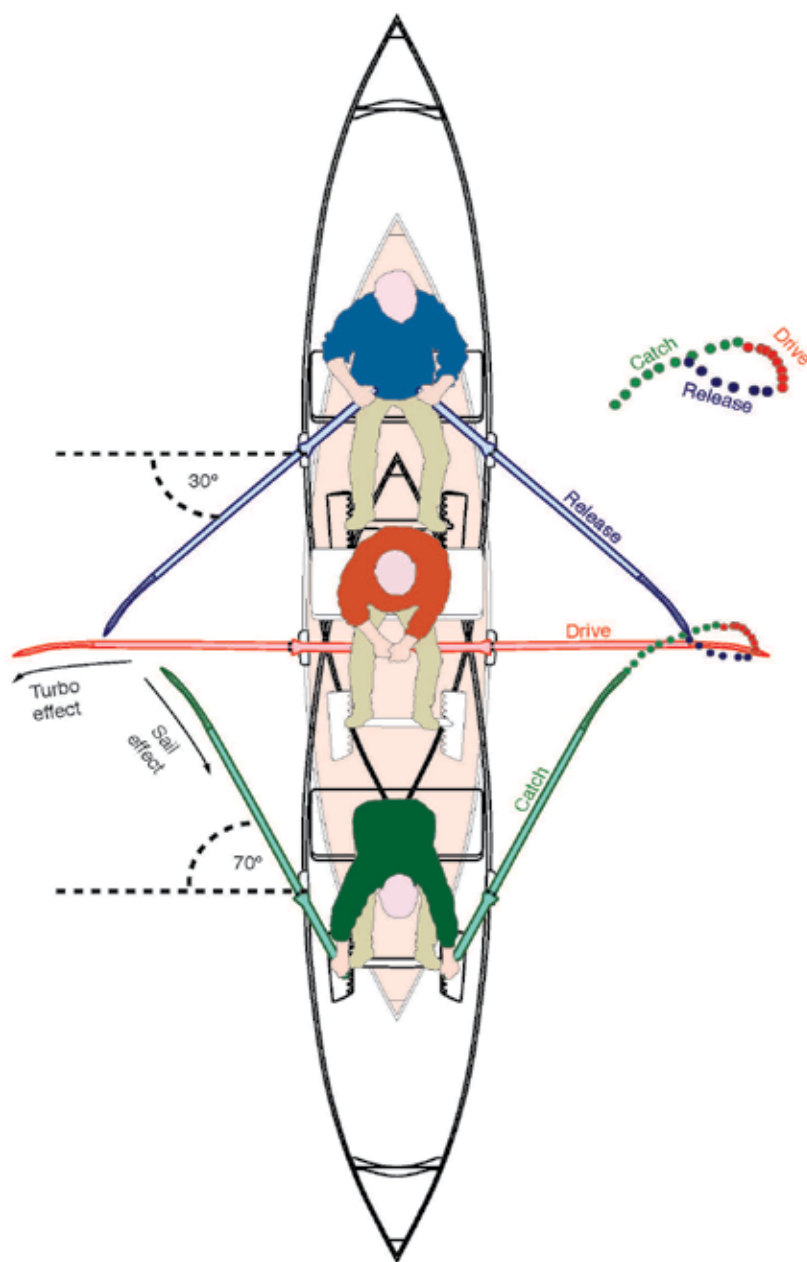
Take long backstrokes with good follow through for the release in good rowing conditions. A golfer always has a good follow through else he will start easing his stroke at the drive. The rowing stroke needs a good follow through for the same reason. Ease your effort into the catch to avoid stalling the oar, then pull harder for the rest of the stroke.

Mount the sockets 11” from the rear of the rowing seat. If the oarlocks have pins at the front (such as the Douglas and Gaco) mount them 10” from the rear of the seat. Consider two socket positions about 2” apart. Make sure that the sockets are high enough above the seat (9”) so that the pulling stroke is towards the shoulders and that the blades can have a high recovery to avoid waves, without the handles striking the knees.

Here is a little story to illustrate how long strokes can work to your advantage: During one of our annual races around

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One stroke: Position of the blade tip is derived from a photographic record of a racing stroke. A less forceful stroke is likely to exhibit a greater sail and turbo effect.



Making Your Own Fittings — Making a Rounded Spar

by David Wyman, photos courtesy of Rosemary Wyman

Rounded spars are used on traditional small craft for a variety of tasks. Shown on the right are three rounded spars that I recently made for my 13-foot peapod: a boat hook of all wood construction, a new yard for my lug sail, and a new curved tiller. This same technique can be used to make anything with a rounded cross section such as masts, rounded shafts on oars and paddles, etc.

When making any type of spar, it is important to make it as lightweight and strong as possible by selecting an appropriate wood such as spruce or fir. All of these spars have a rounded section



that can be easily carved with a variety of tools.

First draw the spar's shape on a piece of wood, showing the required length, taper, and curvature if any. For example, the boat hook is straight while the yard shown above is tapered at the ends, and the tiller is both curved and tapered. The cross section dimension in the middle should never be less than $\frac{1}{50}$ of the length. Next cut out the shape and plane it to a square/rectangular cross section. Then the corners of the square cross section are cut off to make an eight-sided cross section. If the diameter of the spar is greater than 3 inches, you will probably need to repeat the process to get 16 sides before the final rounding to get a well-rounded spar. Finally, the corners of the eight-sided (or sixteen-sided) cross section are rounded to make a rounded shape. Then, with a little sanding, the result is a nicely rounded spar.

Shown on the left is the first step in the making the new yard for my lug sail. It has been cut out to shape with a square cross section that is tapered at the ends and planed smooth on all four sides. For this 57 inch long spar, the finished cross section in the middle is $1\frac{1}{4}$ inch in diameter, tapered to 1 inch at the ends.

Once you have the shape you want with a square cross section, it is time to mark where to cut off the corners to make an eight-sided section. Each of the eight sides should be the same width. To accomplish this, the cut lines should be drawn at 29% of the width in from both sides on each surface. The table to the right lists the distance from the edge to the nearest $\frac{1}{16}$ th inch to mark the spar for the 29% edge distance.

For the middle portion of the $1\frac{1}{4}$ inch diameter spar, the cut line is marked at $\frac{3}{8}$ inch in from each side. At the ends that

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Diameter/ Width of Spar (inches)	Distance from edge for cut line (inches)
1	$\frac{5}{16}$
$1\frac{1}{4}$	$\frac{3}{8}$
$1\frac{1}{2}$	$\frac{7}{16}$
$1\frac{3}{4}$	$\frac{1}{2}$
2	$\frac{9}{16}$
$2\frac{1}{4}$	$\frac{5}{8}$
$2\frac{1}{2}$	$\frac{3}{4}$
$2\frac{3}{4}$	$\frac{13}{16}$
3	$\frac{7}{8}$



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The Noyo Women's Rowing Club

by Sandra Kearney

“Does it have sliding seats?” The response was a definitive “Maybe.” So I set off to check out the boat recently purchased from Ladies of the Lake Rowing Club of Oakland, CA. One of our local restaurateurs had donated funds to buy her and the call went out that the gal was in need of some TLC. Rowing a Maas Flyweight shell myself, when I heard it worked eight oars and a cox, my expectation was for something similar.

I was completely taken aback by the 2500 pounds of beautifully-shaped, painted wood that faced me. At 26 feet long with a 6½ foot beam, steering with a sweep oar or rudder and tiller—and bench seats, this is a Monomoy Surf Boat. Commissioned in 1988 and crafted by master boat builder Raymond Speck in Port Townsend, WA, she is the sister boat to one still rowed by the Oakland women’s group. My thoughts immediately jumped to getting a crew of women together to row her and the exciting possibility of an adventure from its Fort Bragg, CA, home at Dusty and Linda Dillion’s World’s End Rowing Club to San Francisco’s Golden Gate seemed to be in the stars. My rowing experience commenced six years ago, trying it as the “something new” for my 55th birthday and buying a shell a month later.



Right: Working on the boat.

Top: The race team—Ann Walker, Stroke, Lori Davy 4 Port, Cheryl Papp 3 Starboard, Annette Marquis 3 Port, Ayla Douglas 2 Starboard, Cheryl Dennett 2 Port, Rudi Jolliffe Starboard Bow, Wendy Pulliam Port Bow, Sandra Kearney Cox.



helping hands—I loved the Rosie the Riveter action, for a minute.

Enthusiasm for getting this women's crew together had me talking it up at every gathering. I could tell by the eye roll that a friend, along for all of them, was sick of hearing it and though there was a good deal of initial interest, with a nine-month interim, I worried that enthusiasm had seriously waned.

Stan Halvorsen is the president of the Lost Coast Chapter of the TSCA as well as the dock master for World's End Rowing Club. I'd met this gentleman and heard of his seamanship some time back. He and I had rowed together in a beautiful double, built by Jim Swallow, in an effort to get me initiated to rowing in the ocean. The only other oceangoing I'd had was in my shell out under the Golden Gate a few times during a race on the SF Bay, a race that Jim and Stan had been in many times as well.

This was going to be a whole different ball game and I had absolutely no clue.

In July 2013, the *Duer*, named after Steve Duer's mother (he gave the donation to purchase the boat) was back in the water where she belonged. Stan called and we took her out. Being a wizard with knots, he jerry-rigged the tiller for steering so the two of us could row. It was my first attempt at sweep rowing and it felt great—so much stability compared to the shell. Stan mentioned that he'd rowed it by himself so, yes, me too, please. He got on the tiller and I rowed him along the Noyo River. The Noyo is a working harbor with fishermen, restaurants, fish processing plant, charter boats, kayak rentals, tours, and a Coast Guard Station. Stan knows every boat and seems to know every person on them. You'd think he'd pulled off some magic act from the hoots and hollers we got. One came out of her cabin, started waving her arms and yelling, "No, no, they are supposed to row us!" Really?

I was hooked, so with the hope that eight intrepid women would like to learn to row and see where we can take it, I put out the call. Over 50 women responded, some I didn't even know.

And a club was born.

None of those that initially responded had ever rowed. Ever. I, who was looking for the perfect five-foot, zero-pound coxswain, had never coxed.

From the moment we got in the boat Stan was instructive and enthusiastic. This man rowed whale boats as a Sea Scout and worked on the *Balclutha*, a historical ship docked at Fisherman's Wharf in SF. After a stint in the Navy, he used to row from Sausalito to SF to get to work, along with many ocean rowing and sailing excursions. No better teacher.

Stan was the one who had the expertise to get this boat off the dock safely. As well as our rowing, he put Rudi, who actually fit the cox size bill, and myself on the tiller and then sweep oar control. Each time out, sometimes out into the ocean, sometimes further up the river, there was a lesson in



Tossing oars for the Coast Guard. Photo by Bruce Rogerson.

an important aspect of boating and seamanship; navigation, docking, lines, knots, winds, buoys, lights, horns, right of way, anchoring, man overboard drills, compass, maps, emergency signals, radio, towing...

Stan also taught us to toss oars, which he arranged for us to do for the outgoing Coast Guard Commander during their ceremony on the Noyo. It was a very special moment for us.

My job was to teach each person getting in the boat the fundamentals of rowing along with the commands and to learn everything that Stan had to impart. The coxswain is ultimately in charge and responsible for the safety and function of the boat and crew.

From the initial shout-outs of workers along the docks, we have come to be part of the harbor community with friendly waves and encouragement a part of each row.

Our "Queen's Wave" to those dining at the Wharf Restaurant is a given. You'll just have to come and see for yourselves. A "Queen's Wave Cocktail" is being introduced and may make it to their menu. Cheryl's husband, Phil, mixologist extraordinaire, created it for us.

Being the Noyo Women's Rowing Club, we had to disguise Stan to keep him coming out with us. He looks disturbingly attractive with long pink hair and found it to be so much warmer than a baseball cap. It took a while, and there was some head shaking in getting to know us, but wisely figuring that if you can't beat 'em, he came up with the command "All hands, chit-chat!"

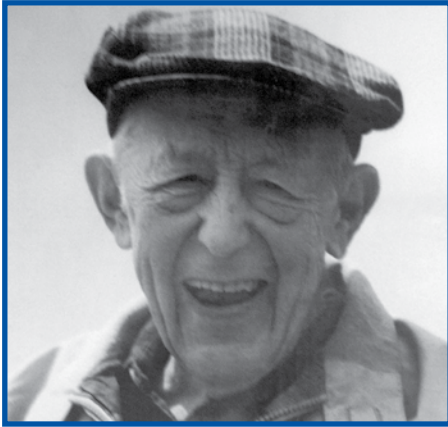
In discussing weight capacity for the boat, he bravely asked, and I am not kidding, how much we all weighed. Cheryl just looked at him and said, "Stan, we each weigh 100 pounds." End of discussion.

Within the first two months there were over 40 different women who got in the boat, most more than once, to row. They are currently National and Local TSCA members. Two cox, one boat, and many interests. Now we had to figure out how to make this work.

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John Gardner Grant



“To preserve, continue, and expand the achievements, vision and goals of John Gardner by enriching and disseminating our traditional small craft heritage.”

In 1999, TSCA created the John Gardner Grant program to support projects for which sufficient funding would otherwise be unavailable. Eligible projects are those which research, document, preserve, and replicate traditional small craft, associated skills (including their construction and uses) and the skills of those who built and used them. Youth involvement is encouraged.

Proposals for projects ranging from \$200 to \$2000 are invited for consideration. Grants are awarded competitively and reviewed semiannually by the John Gardner Memorial Fund Committee of TSCA, typically in May and

October. 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 which are published, exhibited, or otherwise made available to the interested public. **Projects must be reported in *The Ash Breeze*.**

Program details, applications, and additional information:

www.tscanet.org/JohnGardnerGrant.html

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Restoring *MisLeading Lady*

by Darrah Foster at Independence Seaport Museum

Blue Star was brought to Independence Seaport Museum's Workshop on the Water in 2001 by owner George Wimberg. Originally named *MisLeading Lady*, Wimberg wanted a full restoration of the boat he knew to be a 1928 26-foot Ventnor runabout built by Ventnor Boat Works in Ventnor, NJ. Founded by Adolph Apel, Ventnor Boat Works designed the three-point hydroplane that is still one of the fastest things afloat. When *MisLeading Lady* came in to the Workshop on the Water she was nail-sick and degraded. The builders saw a few bad planks, some unusual features, and noticed she underwent three deck transformations over the course of her life. It was also discovered she had a new engine installed in the 1930s. A Formica transom overlay was mounted in 1943 and a cabin addition was done in 1945.

The Workshop on the Water's staff looked forward to beginning this project because of her great history and the sense of pride to get her underway again. To say the least, *MisLeading Lady* was nowhere near her original design. Wimberg believes the boat may have

been modified for fishing in the 1940s. To begin the restoration, the boat builders removed the wood-grained Formica transom and stripped the boat down to the hull and ribs. To add to the challenge, there were no known plans for the Ventnor because Ventnor Boat Works closed in the 1950s and a fire in the 1960s destroyed documents in the building, which left nothing behind. To recreate the lines of *MisLeading Lady*, the builders reached out to other Ventnor owners around the country. One of the Workshop's crew travelled to Connecticut to see a Ventnor very similar to *MisLeading Lady*. This was crucial in rebuilding *MisLeading Lady*'s deck layout.

As for her engine, *MisLeading Lady*'s original engine was a 250 HP Lycoming, which was downsized in 1943. She now has a gas 225 HP 2,300 RPM Scripps Series 202 Marine Engine with an in-line 6 cylinder 1936 flathead valve arrangement that weighs approximately 1,275 pounds turning a Walter V drive. The engine was sent to Wilson's Machine Shop in Brant Lake, NY, for

full restoration. Surviving features of the original boat are the propeller and keel arrangements.

Workshop on the Water rebuilt the cockpit sole, reinforced the hull, removed the plywood from the bottom, replaced floor timbers and bottom framing, and installed new bottom planking. Her hull is now cedar planked with steam-bent oak frames bronze fastened and finished in glossy black paint. The hatches are varnished oak and mahogany. The interior floor boards are cedar and the interior will be finished bright. The transom is mahogany and once the bright work is complete, "*MisLeading Lady*" will once again be painted on her transom. Her engine and dashboard will be installed last. Although the builders are unsure if the gauges are original to the runabout, the Consolidated gauges from the 1930s will be re-installed.

The Workshop on the Water crew worked hard to restore *MisLeading Lady*. After approximately 13 years of off and on work, Independence Seaport Museum's Workshop on the Water is excited to announce that *MisLeading Lady* is scheduled for completion in 2014.

MisLeading Lady



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Efficient Rowing

continued from page 7

Dangar Island a young and strong nephew of mine, who is bicycle fit, was neck and neck with me for the entire race. Near the end, I had nothing left but was determined to beat him and in desperation lengthened the stroke of my turbo oars. Then I began to gradually draw away from him and managed for an old fella like myself (70 at the time) a credible second to Hercules (Asher Ashwood a super fit 20 year old).

Now give it a try. Get yourself a decent pair of spoon blades or even the turbo blade. Keep lengthening your backstroke till further extension appears to have no benefit. Feel the delight of having the skiff slip further through the water with each stroke. Pull fairly hard at the catch and gradually ease up through the powerful drive. Then lean the body well back and pull upright with the arms just before releasing. Work on the rowing style at each

outing. Remember that the effort required to row is more than the square of the velocity (i.e. 4 times the power to double speed), so keep the speed as even as possible. Rowers that put the maximum effort into the drive cause the boat to have a jerky motion that can be uncomfortable for the passenger. Row for the comfort of, rather than to impress, the passenger.

Efficient Oars

It took over 100 years for any significant development to take place, when the oars and blades both got shorter. The West German team introduced the Macon blade in 1959 where it won all male sweep events except the coxless four. Part of the problem of the long thin blade is that a portion of it moves the wrong way through the water. There is a point of the blade that remains stationary in the water with the portion outboard of the point providing drive and the area inboard providing drag, thereby wasting energy.

Note that the part of the oar inboard of the rowlock remains the same whilst the outboard part gets shorter. Thus we have the following ratios. I have included a figure for the "Turbo" oar that I have designed and favor for use.



Hercules, super fit record holder, averaged 5.6 knots (displacement speed) around the island.

Oar	Outboard/Inboard
Square	2.7
Macon	2.4
Cleaver	2.3
Turbo	2.2

These figures give a theoretical speed magnification of the oar. If all oars were 100% efficient, the square blade would give a greater speed, that is the boat would move 2.7 times as far as the oar handle. However it is more likely that the more efficient cleaver blade will move the boat just as far while using less energy in the ration 2.3/2.7. As a percentage this is 85%. Or it might be said that the cleaver blade is almost 20% more efficient than the straight blade with the Macon not far behind.

The only reason to use a flat blade is that it is much easier to make, but its efficiency is certainly going

to be less than the Macon blade by about 30%. Consequently it should be longer even than the square oar. I would suggest in a ratio of 3.0 outboard to one inboard and a smaller stroke angle. This compares with an astonishing 3.5 to one ratio that I have been able to measure from a photo in *Ash Breeze*. Such an oar will have twice the imbalance of an oar with a 2.5 to one ratio. I am aware that the long thin flat blade is allegedly easier to use in a seaway. However I urge you to watch "A Surf Boat Tale - Part 2" on YouTube. Nobody rows in rougher waters than those blokes, and you will notice their very fine rowing with heavily spooned oars. The efficiency obviously outweighs the inconvenience of using the broader spoon blade.

It should be remembered that long strokes save energy from the reduction of movement reversal. Try the rowing stroke without entering the oar into the water and you might be amazed at the energy expended achieving nothing. As well the shorter lighter oars are much easier to work and require less rowing room on the water. I have been surprised by the size and weight of whaleboat oars and feel that they may have been better off using lighter shorter oars. Certainly the weight of the oars is part of the complaint about the effort required to row them.

It is a delight to watch a stylish rower in action, and it is my hope that this article will encourage more rowers to aim for this. We may have a long way to go as, of the 16 oar photographs in the Fall 2013 issue of *The Ash Breeze*, not one is a spoon oar. Nobody bats an eyelid to paying over \$1,000 for an outboard but rowers seem to object to paying a fraction of this for a decent spoon

Diagram illustrating oar development over 170 years.



blade oar. Before even starting on this quest the rower needs to pay attention to the rigging of the rowboat. This will include:

Having an adjustable foot stretcher.

Acquiring a decent spoon blade or turbo oar, preferably with a D-shaped shaft.

Using D-shaped oarlocks to relieve some of the stress of gripping the oar (the Douglas and Gaco oarlocks.)

Paying careful attention to the height of seat and the placing of oarlock sockets.

Acquiring a nice, light, easily driven skiff or dory.

So there you go. Why not set yourself the goal of turning your boat into a refined rowing craft, one step at a time, such that it is a delight to stroke efficiently down the waterway. You will find yourself looking forward to it and your health and enjoyment will benefit. As Francis Herreshoff has said: "Almost nothing will give a person a greater feeling of wellbeing than a good long row."



Thirty-four-foot replica of a six-oar NZ bay whaler, built by The Living Boat Trust, Franklin, Tasmania. Note the different oar lengths for the varying boat widths. It is "awkward" to row because the oars are too heavy, the rigging needs attention, and a regular crew would help.

Left to right: Flat blade, 1955 Spoon blade, and the Turbo blade. Could it be that the material used dictates the narrow blades on the first two?



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Great Lakes

continued from page 3

assignments under the guidance of Lead Instructor and Program Director Pat Mahon. “Our students,” according to McIntire, “are taught primarily traditional wooden boat building, but also undertake an introductory wood/epoxy composite boat in the first year. Knowing both building methods gives our students better skills early on and provides more opportunity as their training progresses.”

The second year program (added in 2009), taught by Instructor Andy James, focuses on a larger, more complex wood/epoxy boatbuilding project, as well as yacht joinery and marine systems.

Great Lakes Boat Building School opens its doors during the summer season for variety of popular three-day and six-day

workshops. These range from boat building with commercial kits to woodworking, metal casting, wood carving, and an introduction to the concepts and techniques of traditional wooden boat building and lofting.

Detailed information about the full-time career programs and the summer programs is on their website www.glbbs.org or by calling the school at (906) 484-1081.

Below: *The Great Lakes Boat Building School.*

Right Top: *The Great Lakes Boat Building campus viewed from across Cedarville Bay, opening onto Lake Huron. The campus was built in 2006 and 2007. Photo by Bonnie Mikkelsen.*

Right Middle: *This Whitehall type boat was built in the late 1800s in the Cedarville area. The class took the lines from the existing boat, lofted, developed, and built the boat of northern white cedar lapstrake planking over white oak frames and stem.*

Right Bottom: *In the center of the shop floor is the Van Dam-designed runabout using wood and epoxy composite construction. To the left is the 19-foot Gartside Cutter being finished and to the right is a 16-foot Gartside Motor Launch. Photo by Narayan Mahon.*



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TSCA Council Nominations Open

by Andy Wolfe

Each and every year, three members of the national council rotate out of office, and three new members are elected. Terms of office for volunteer board members are three years. Leaving office this summer are Kim Apel, Scuzbums Chapter, John Kohnen, Oregon Coots Chapter, and David Wyman, Downeast Chapter. You can volunteer, so don't wait...

Marty Loken, a founding member of the Puget Sound Chapter, has volunteered to serve on the TSCA Council. He is currently the chapter's secretary. Marty is also one of the organizing members (and webmaster) of the Port Townsend Pocket Yachters group, which cross-pollinates as often as possible with the Puget Sound TSCA Chapter.

In his earlier years he served as president of the Pacific Northwest Chapter of the Antique & Classic Boat Society, and he was also a founding members of The Center for Wooden Boats, serving multiple terms on the Board of Directors.

Marty said, "We operated The Wooden Boat Shop retail store in Seattle in the 1990s, and have been restoring vintage boats for more than 50 years, focusing on customers' watercraft over the past 20+ years. I retired from work on customer boats at the end of 2013. In 'quasi-retirement' I will focus on building and restoring my own small craft, starting with our 1870-design 14' Seaford Skiff, which I dragged home years ago from Amityville, Long Island, where it was built."

Locally, in the Port Townsend, Washington area, the Loken's are active supporters of the Northwest Maritime Center, the Northwest School of Wooden Boatbuilding, and the annual Port Townsend Wooden Boat Festival. Marty is also a chief organizer of the annual Port Townsend Pocket Yacht Palooza, an event that draws more than 75 interesting watercraft powered by oar, paddle, and/or sail.

If any member would like to serve on the TSCA Council. Please send your bio to Andy@MarinerMedia.com.



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Noyo Rowing Club

continued from page 11

The invitation to row with the SF group on the Bay and offer reciprocal seats enhances our knowledge and feeling of a community of rowers.

After all, this is a community boat and it is not only the rowers of this area who have been so incredibly supportive of our efforts.

We had the delightful company of Betty Barber for one of our outings. Betty, age 93, got on an oar and then while observing from the bow, worked the movements throughout the entire row.

When Nancy Gillis of Ladies of the Lake Rowing Club, called to say she would be passing through, we were very honored that she stopped by to join us in a row.



One of our proudest moments was on September 8th, when Stan set us off on our own. We tossed oars to the gentleman that brought us to that juncture with such generosity of his time and knowledge. All with the serious side it deserves as well as the humor and fun that comes with doing something one truly loves.

Then came the challenge. There is a men's group that rows the *Duer* once a week. The gauntlet was thrown down—a race between the sexes. Our response: "Bring it."

The date was set. We had yet to have the same group of women in the boat more than once. Choosing not to worry about that, we just set up more row dates. And of course there was clothing to discuss. Hey, it matters. It's right up there with "chit-chat."

Phil, of mixology fame, designed t-shirts for us that incorporate oars in the gender symbol for female, and together with turquoise baseball caps we were ready to rock and row. We placed the markers with Stan, he being the race director, and got to the start.

The team rowed beautifully and looked fantastic.

Our smiles at the finish were those of appreciation of what we had accomplished to get to this point in such a short time.

The men took it. By 19 seconds. With gratitude for the event that they initiated, we handed them the Noyo Cup. As Rudi said, "What a great way to spend a Sunday morning."

There will be a re-match.

During a Champagne celebration at the dock, the Surfman's Creed was read. It was emotional for some and along with a bit of history about this type of boat, prompted our thoughts of being part of and honoring that history.



The men's and women's race teams.

Moving towards the long-range goal, the boat passed its safety inspection and 14 of us took the Coast Guard Ocean Safety course. A tour of their ship truly brought home the term "ship shape." Taking the course and being on board also helped to clarify the magnitude of our endeavor and to solidify all of the excellent hands-on

instruction we'd received in the boat.

We were going out three times a week, sometimes more, during the first few months. This winter the boat, having been moved to safer docking, is staying in the water and we are out two times a week, weather permitting.

Most of the women in this group had never been on the Noyo, never rowed or been in a rowboat and many didn't know each other prior to taking this on.

The average age in the boat on race day was 59.

We live in one of the most spectacularly beautiful and pristine areas of the country. Truly. To have people say that they are appreciating it anew because of this undertaking is very rewarding. Learning new skills, challenging ourselves, working as a team and supporting each other all while enjoying the particularly beautiful outdoors we are surrounded with has made this a very wonderful and enriching experience.

Rowing back to the dock that day in September, Linda Dillion told us that Dusty, watching from his deck, got a tear in his eye, so happy to see that his dream of a Women's Rowing Club had come to fruition. He had a dream, now we have one.

We'll let you know how the next race goes.

Check out our Facebook Page, courtesy of Deb Kettner and Ann Walker: www.facebook.com/noyorow

For a video of the race: mendocinotv.com/2013/10/01/the-oars-of-noyo/



Making Spars

continued from page 8

are tapered down to 1 inch diameter, the cut line is drawn $\frac{5}{16}$ th of an inch in from the sides. All of the sides should be marked with cut lines for their entire length to guide the cutting of the spar to an eight-sided shape.



Next, cut off the corners along the cut lines. This can be done with any of the following tools: draw knife, plane, or spoke shave. I like to start with a draw knife for removing most of the material rapidly.



Then, for the finished cut, I use a plane or spoke shave, both of which are easier to control than a draw knife.



This yields an eight-sided cross section.



Once the spar is eight-sided, I use a plane or a spoke shave to round each of the corners to make the spar round.



Finally, any of the sharp corners left by the cutting tools should be sanded smooth and then the spar is ready for varnish. The spar may not be perfectly round but it will be close enough to look good and work well. After a few coats of varnish, you'll have a good-looking spar for use on your traditional boat.

The boats of the Mystic Seaport Boat House will also be available at no charge for show participants to use. We are hoping for a continuous back drop to the show of traditional small craft in action on the river.

At 8 a.m. on Saturday and Sunday morning there will be a cruise in-company leaving from Australia Beach rowing up river or down river to Mason's Island depending on the weather. All workshop attendees are invited to cruise along.

To sign up to man the booth (2-hour shifts) or demonstrate a skill use the registration form available from Mystic Seaport or contact David Wyman at david@dwymanpe.com or call 207-326-9406. Workshop Registration forms are posted on TSCA.net.

John Gardner Workshop June 27–29 at Mystic Seaport

The John Gardner Workshop is returning to Australia Beech at the WoodenBoat Show in Mystic Seaport on Friday, Saturday, and Sunday, June 27–29, 2014. The Workshop runs from 9 a.m. to 5 p.m. daily. The TSCA will have a booth to acquaint show attendees

with the organization and demonstrate skills that enhance the traditional small boat experience. All TSCA members are encouraged to bring a boat and join in the fun. TSCA participants can again stay onboard the *Joseph Conrad* on Friday and Saturday nights.



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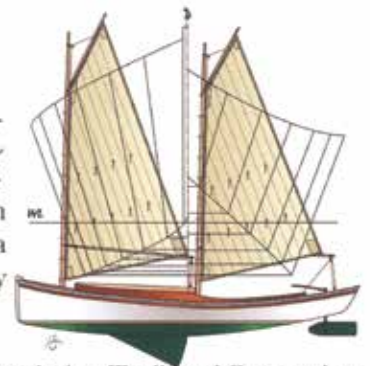
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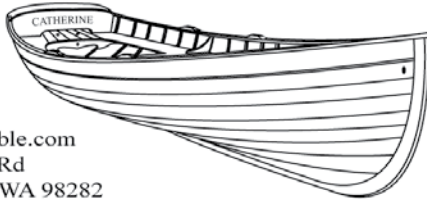
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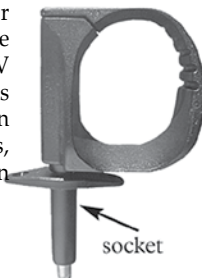
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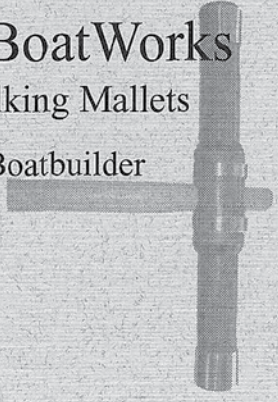


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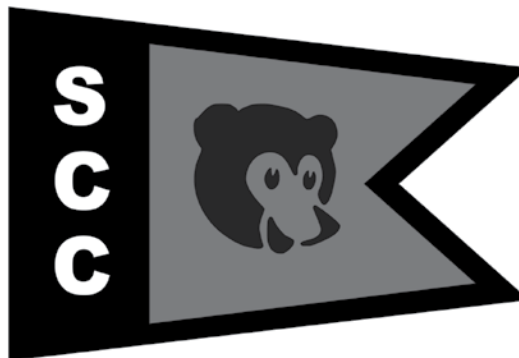
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The Ash Breeze

Summer 2014, Volume 35 Number 2

Editorial Deadline: May 1, 2014

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