

# *The* Ash Breeze

Journal of the Traditional Small Craft Association

## Wooden Boat Show Follow-up

### *IN THIS ISSUE*

Rough Seas at Cape Ann

Deltaville Phoenix

Marine Wire



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### Volume 36, Number 3

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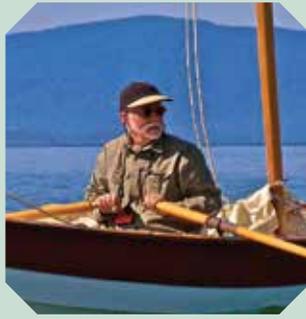
The Traditional Small Craft Association, Inc. is a nonprofit, tax-exempt educational organization that works to preserve and continue the living traditions, skills, lore, and legends surrounding working and pleasure watercraft with origins that predate the marine gasoline engine. We encourage the design, 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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Cover Photo: © Marty Loken



## President's Message: Small Boats in the Digital Age

*Marty Loken, President*

As someone obsessed with small boats, I've been musing over three heydays of small-craft design, construction and use: the late 1800s, when so many small work-and-pleasure boats rode their first wave of popularity; the 1970s, when many of us joined the wooden boat revival; and this very minute, today, 2015, when so many exciting things are unfolding in the world of small boats.

This year, you say? *How can that be?*

Well, look around. Propelled by instant global information-sharing (countless boat blogs, Facebook pages, small-boat websites, publications such as *Small Craft Advisor*, *WoodenBoat*, *Messing About in Boats*, *Ash Breeze* and the digital-format *Small Boats Monthly* and *Duckworks Magazine*), plus the emergence of more small-boat festivals, group cruises, distance challenges, exciting expeditions and boatbuilding workshops, the world of small boats is exploding. Whether it's the Texas 200, the Everglades Challenge, the Race to Alaska, the Pocket Yacht Palooza, the plyWooden Boat Festival, the Small Reach Regatta or a modest gathering of friends at a local lake, there are more events involving small craft, traditional or not, than at any time in memory. In the past year, the new TSCA Facebook page has gone from

ground zero to 1,175 members, with more folks joining every day.

As Josh Colvin, editor of *Small Craft Advisor*, said to me in a recent conversation, "We may look back on this year as the most exciting time ever for small-boat owners. We'll be glad we were there, back in 2015, and part of the excitement."

Josh may be correct, and I think the main reason for the current heyday—if we dare call it that—is the ability all of us have to stay in touch, share information and photos, learn how to build the boat of our dreams with confidence, join an online community and get involved.

It's shocking to realize that when the first stirrings of a wooden boat revival happened in the early 1970s—before *WoodenBoat* magazine, and yes, before the existence of the Traditional Small Craft Association—there were no computers...at least not in our households. We hungrily learned from only a handful of revered sources: John Gardner's writings in the *Maine Coast Fisherman* or *National Fisherman*; the work of Capt. Pete Culler, Howard Chapelle, Weston Farmer and a few others. No internet, no *WoodenBoat*, no TSCA—*just imagine!*

*continued on page 13*

Cover image: *Nord Vinden* is a 13-foot canoe yawl designed in 1888 by George Holmes, a founder of the Humber Yawl Club, and built in 1986 by Williams Clements of Massachusetts. The photo was taken by owner Marty Loken of the Port Townsend Pocket Yachters, with the Victorian seaport of Port Townsend, Washington, in the background. Marty's friend, Josh Colvin, is at the tiller.





## At Mystic Seaport

June 26, 27 and 28, 2015

# John Gardner Small Craft Workshop

by Bill Rutherford

Mystic Seaport partnered with WoodenBoat and the Traditional Small Craft Association to host the John Gardner Small Craft Workshop as part of the WoodenBoat Show. Participants enjoyed the Show and followed John Gardner's example in showing that traditional small craft are a practical and economical way to enjoy the water. The Small Craft Workshop was based on Australia Beach where a string of floats was provided for our use. The Workshop included display of participant's boats, shared use of participant's boats at the discretion of the owner, demonstrations of small boat skills, free use of the Seaport's Livery boats, morning rows on Saturday and Sunday and guided access to the Museum's boat storage area. It was a great time to get together with like-minded, traditional boat folks, to share our love and knowledge of traditional small craft with others and spend some quality time with friends new and old on the beach and underway.

### Demonstrations and Workshops:

Several workshops were held on both land and water. These were presented by work shop participants on Friday at 3 p.m., Saturday at 11 a.m., 1 p.m. and 3 p.m. and Sunday at 11 a.m. and 1 p.m.

Rob Pittaway led off on Friday afternoon with a discussion of his design *Robin*, an 18-ft. cat ketch built by Mike Kiefer in Michigan. Loosely based on the shape of a Columbia dinghy,



it is very seaworthy and would make an excellent oar and sail boat for the likes of the Small Reach Regatta.

Thad Danielson presented first thing Saturday morning with a demonstration of leathering oars. He dispensed with pre-drilling holes in thick belt leather and instead laced with his needles as he went along using thin but hard surfaced leather, cut long (24") without buttons.

George Spragg followed with a description of building the John Atkin Skiff, *Nina*, which splashed just the morning

*continued on page 18*

*Top: Saturday Morning Row Upriver Right: Thad Danielson Demonstrating Leathering Oars*



# Blackburn Challenge a Near Disaster

*Editor's note: This story was compiled from a string of emails following the event. We have inserted some history to provide a better understanding of the event. The emails are only edited for grammar and typos—after all, they were emails.*

The Blackburn Challenge is a 20-mile open water circumnavigation of Cape Ann. It is open to all seaworthy oar or paddle powered craft. Classes include men's and women's Banks dories, fixed seat singles, doubles, multi-oars with cox, multi-oars without cox, sliding seat singles and doubles, single and double touring kayaks, single and double racing kayaks, surf skis, and outrigger canoes. Participants row or paddle small boats in the open ocean waters around Cape Ann, and conditions can vary dramatically throughout the day. Occasionally the water can be very rough, with strong winds and high waves. In 2015, the weather quickly changed to conditions that more than challenged the participants.

"The event both celebrates and helps keep alive the story of Howard Blackburn's desperate mid-winter 1883 rowing of a small fishing dory from the Burgeo Bank fishing grounds to refuge on the south coast of Newfoundland. Blackburn and his dorymate Thomas Welch had become separated from the Gloucester fishing schooner *Grace L. Fears* during a sudden squall and found themselves nearly sixty miles from the nearest land. Over the course of the ensuing five-day ordeal, Welch would give up and succumb to a merciful death, whereas Blackburn would allow his bare hands to freeze to the shape of the oars, and row until he reached land. Though Blackburn survived he ultimately suffered the loss of most of his fingers and toes due to frostbite. In spite of his handicap, he later went on to twice sail solo across the Atlantic Ocean, earning himself the title 'The Fingerless Navigator.' His story is told in Joseph E. Garland's *Lone Voyager*."<sup>1</sup>

After this summer's race, Richard Honan, a member of the North Shore TSCA, asked some of the participants, "So how was it?" Here is what he learned:

Lou Guarino said, "I could talk on this one for a long time. Race organizers said it was the most gruesome, weather-wise, in the past 15 years. Some 55 boats dropped out of about 250 starting—20%." Lou was rowing his 16-foot Chesapeake Light Craft Wherry with a sliding seat.

"The first 40% of the course had you going into a head wind which, when outside, translated as whitecaps (though not too many) and 4-foot seas, some breaking.

"I was surprised of the dearth of crash boats, and long distances between check points—though they did have some. Lots of things went down: sliders, ocean sculls, 6-man Hawaiian-style paddle canoes...wherrys and dorys turned back, as did most all paddle boards.

"If I were going to do it again, or if I were you who were going to do it, I would definitely take the attitude that you

are not going to kill yourself just to finish. First thing you could do is pay attention to the weather (I did not) and then if the weather is bad, you walk away. Second strategy would be for you (since you have a sophisticated and extensive back-up support network) to make a call and pull in to one of the few beaches where your support system is ready to pull you out and truck mount your hull. #\*& it. Just get to the party early and in good enough shape to drink a beer.

"If I had that option, I would have pulled out. I like doing this sort of thing, but 20 miles when it is blowing like that is mega hard on your body. And even when the down-wind leg comes, it does not make up for the head wind. The reality is one single wave is all it takes to swamp you. One wave! Out of how many?

"There were a number of Adirondack Guideboats and they kicked-ass. If I did not have the sliding seat (advantage not only in the leg component but a 25% longer stroke) I would still be out there.

"As it is, I came in dead last. The final chase boat was cheering me on after all others called it a day.

"I am not sure why I ever wanted to do it, but I know that was back at least five years ago. Still (and I know I will never be the fit tough Army guy you are) if you really want to do it, sooner is better than later."

Doug Burgess, who was on an escort trawler added, "Lou did not exaggerate. There were 2 to 3-foot waves with a very short period and a stiff breeze. Very choppy and uncomfortable on the 43' trawler I was on and dangerous for the rowers. After a reconnaissance before the race start, the skipper of my escort boat (a retired Coast Guard officer) recommended that they call it off. The Coast Guard also requested that they cancel or modify the race to stay in the lee of Cape Ann. Organizers said after the race they would have cancelled if they had realized how bad conditions were.

"At least two kayaks came literally apart—one broke in half (athwartships) through the middle and the deck completely separated from another. A \$25,000 6-man outrigger had its ama break off from the hull and the ama heavily damaged by the Coast Guard as they brought the remains of the boat in. The Adirondack Guideboats I saw appeared to be doing well but they must have had to bail frequently in that choppy sea.

"Contestants showed amazing courage and perseverance. Of course many dropped out or did not start, but the majority competed and showed much character. The post-race celebration was a bit more raucous than usual—I think everyone was pretty glad the race was over. I know that the Coast Guard, the local authorities, the escort vessels and the race organizers were extremely relieved that no one was seriously injured.

*continued on page 13*





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# Revisiting the Deltaville Maritime Museum

by Andy Wolfe

It was just over three years ago that the Deltaville Maritime Museum was devastated by fire. The main building and the boat pavilion, along with the three log canoe, *JA Johns* (donated by the Chesapeake Bay Maritime Museum), were totally lost. That was July 12, 2012.

In early June we packed our camper and headed down the mountains from our Shenandoah Valley home to Virginia's western Chesapeake shore to see how the Deltaville Maritime Museum has risen from the ashes. If I hadn't written the tragic story in the 2012 Fall issue of the *Ash Breeze*, I would not have known about the transformative program of rebuilding that has taken place.

The main exhibit building, with its bright red metal roof, stands proudly on the campus. It is the center piece of the revitalized grounds that include a children's garden, a party pavilion large enough for a real barn dance, bronze dolphins leaping from sea grass, and a working pole-barn boat shop next to the docks.



*The bowsprit of Virginia, a small but beautiful sailing skiff, greets all visitors to the Deltaville Maritime Museum.*

Top: Rebuilt Deltaville Maritime Museum



Entering the main building, you are greeted by the beautiful small sailing skipjack, *Virginia*. Nautical flags spell the alphabet around the ceiling. Many of the exhibits were still a work in process during our visit, but you can easily see where they are going with their interpretation of the evolution of working bay boats and life on the Chesapeake Bay. Many of the boat models and pond yachts are the best I've ever seen.

We were given free range access to everything at the museum. The Buy-boat *F.D. Crocket*, in its beautifully restored condition, occupies a lengthy stretch of the creek-side dock. The boat looks like the day it was launched. Another bay boat is under restoration on the dock.

We were walking up to the boat shop when I recognized long time TSCA member, John England. Working as the volunteer Boatwright, he spearheaded the restoration of the *F.D. Crocket* and other exhibits. John paused from his labors and gave us an overview of the entire museum rebuilding program—what's finished and what's next.

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**Below Top:** Through a window you see a finished *Deadrise*, but walk through the door into the exhibit and you see the boat under construction. Models show the evolution of the classic powered Chesapeake workboat from the draketail to the modern waterman's craft.

**Below Bottom:** Bronze dolphins leap through the waves of seagrass.

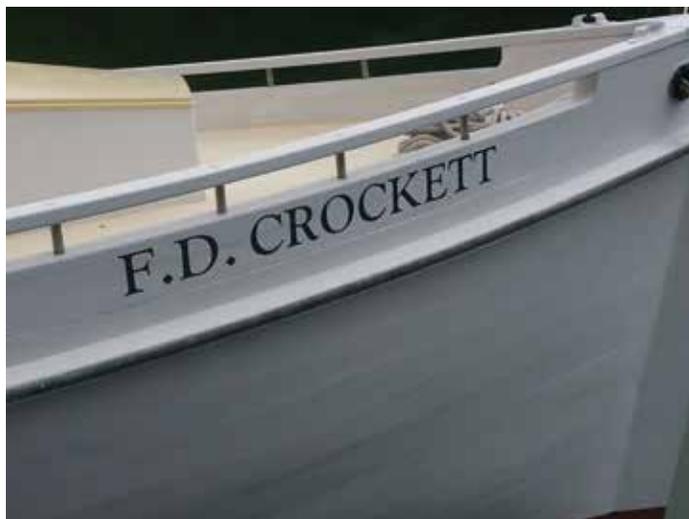


**Above:** There are dozens of exquisite pond yachts and classic boat models on display throughout the museum. Each tells the story of another bit of life on the Chesapeake Bay.

**Below Top:** The wheelhouse of the *F.D. Crocket* provides a commanding view of the activity on the decks of this proud Buy Boat.

**Below Bottom:** The *F.D. Crocket* is a documented vessel, in Bristol condition, interpreting the story of commercial activity of the Chesapeake Bay.

See more pictures on page 14



# The Scoop on Marine Wire

by Edward Scott, Bayside Marine Design

*Author's note: This article is the first of four articles on marine wiring. The first is about marine wire, the second will be about sizing the wires for your boat, the third will cover fuses and circuit breakers, and the fourth will be a basic tutorial on planning your boat wiring project. I hope you enjoy these articles and that they will help you understand your boats wiring. This article is directed towards amateur boat builders and as such is not an exhaustive coverage of marine electrical systems, but there is enough information to allow you to plan and execute a boat project for a moderate size boat. These articles will certainly be useful to the professional builder also.*

To most people wire is wire. Most know it connects electrical circuits together; nothing exciting like batteries or radios, wire simply connects electrical things together. Simple, right? Well in some circumstances that may be correct, but most of the time it is not. If you connect two devices with wire that is too small in diameter or too long in length for a given diameter, it could cause a loss of voltage that makes the device malfunction. With too small a diameter and a connection that draws lots of current, the wire could easily overheat and burn up causing a fire—not a good situation on land and certainly not in the air or in the water. With just these facts in mind, choosing the RIGHT wire is one of the most important functions in planning the wiring of your boat.

## Wire Construction

Wire comes in many flavors—copper, aluminum, stranded, solid, different diameters, different coverings. Wire has many ratings to help you choose the right wire for the intended use. In this article we are only going to discuss wire for the marine environment.

The first and foremost starting point in purchasing wire for your boat wiring project is to buy “marine wire.” What

is marine wire? It is COPPER wire that is STRANDED, meaning the wire diameter is made up of many much smaller wire strands twisted together and covered with an insulation cover to hold the strands together and protect the wire from accidental nicking and to keep the wire from being exposed where it could cause harm to people if touched. The wire is also “tinned,” meaning the wire strands are covered with a tin type coating the whole length of the wire to minimize corrosion of the copper wire itself. Having tinned wire on a boat cannot be overemphasized enough. It is so important that the American Boat and Yacht Council has made it part of their E-11 Standard, which is their standard on safe wiring practices for marine vessels. What about aluminum wire? Aluminum is cheaper and lighter in weight; it sounds like a good deal for boats. But it is not. Aluminum can corrode very quickly, rendering your systems inoperative. It also can break easily, resulting in inoperative systems, and it is not part of the ABYC E-11 Standard for these reasons. Never wire your boat with aluminum wire; it simply is not worth it.

Marine wire as mentioned before is stranded. But what about solid wire? In solid wire, the wire diameter is made of one large diameter single strand and **should never be used on a boat**, even if it is copper, tinned, and the required diameter because the thick single strand is prone to breaking at the point where the wire end is inserted into the terminal lug. Sometimes it can break in the insulation. The problem is... where is the break? Have fun tracking it down. One thing is for sure, some piece of equipment (or system) will no longer work. The breakage is caused by the vibration of the wire at the stress areas, like terminals and corners the wire is routed around, which moves the wire back and forth until it snaps



*Single conductor marine wire*

apart rendering the connection lost or worse, intermittent. And you know that vibration is present in most boats either from engines, water pounding on the hull, or both. Stranded wire does break as easily as solid wire, yes some of the tiny strands may break but it will not cause a total loss of power. Stranded wire is a requirement of the ABYC E-11 Standard—solid wire is not.

The last component of wire construction is the insulating covering. Marine wire is typically covered in a vinyl material that comes in different colors and temperature ratings. Some specialty wire is covered in a Teflon material, which is superior in many ways to vinyl but is more expensive than vinyl and not usually used in standard marine wiring system designs. The main concerns with wire coverings are the coverings' temperature rating, the voltage rating, and its oil/water resistance. These ratings will be covered later in this article.

## Wire Sizes

Marine wire comes in many SIZES. Wire size is the diameter of the copper conductor itself as twisted strands. It is measured by WIRE GAUGE with the AWG (American wire gauge) size being the measurement standard used for marine wire. Marine wire size comes in sizes from #18 to 0000 gauge with #18 being the smallest and 0000 being the largest in diameter. Wire size is usually referred to as GAUGE. The larger the number, the smaller the diameter, meaning 18 gauge wire is smaller than 0000 in diameters. The largest diameter marine wire for most boats is 0000. While wire in general comes in sizes as small as 30 gauge, the smallest wire used in the marine environment is 18 gauge. Choosing the right wire gauge for your boat project will be covered in a future article.



### Cable versus Wire

When looking in marine catalogs or visiting your local marine store in the wire section, you will undoubtedly run into not only wire but something called CABLE. What is cable? It is simply a term describing the larger wire sizes. The term CABLE normally refers to wire from #8 gauge all the way up to 0000 in size. All of the wire ratings for CABLE is the same, it is just a term used for the larger wires. Many times this wire is also called BATTERY CABLE instead of just CABLE. Cable also refers to multiwire bundles wrapped in an insulating cover as well as coaxial cable that is used in radio work.

### Single or Multiwire?

While most wire in a boat, particularly small boats, are SINGLE CONDUCTOR wires (meaning one copper conductor in a vinyl covering) there are multiwire cables that contain multiple vinyl covered wires inside of a larger vinyl covering.

These multiwire cables come in different wire counts, typically 2, 3, 4, 5, 8, and even 25 wires in a cable. One of the most common multiwire cables that are used in a boat is the BILGE PUMP CABLE, this is a two-wire or three-wire cable used for connecting bilge pumps to the battery, pump switch, or a fuse panel and is water resistant.

Why use the multiwire cable? The main reason is neatness of the installation along with the protection afforded the wire due to there being

*Battery cable*



*Top: Multiwire cable*

*Bottom: Three wire Bilge pump cable*

TWO coverings, the individual wire covering in the cable and the covering over the whole wire bundle. Using a multiwire cable allows you to run multiple wires from a fuse panel to another part of the boat in a single cable as opposed to running multiple single wires. The downside to multiwire cable is that you have to DERATE the cables electrical current carrying capability because of the potential heat build-up in the cable itself. Also, not all wire sizes are available in multiwire cables. It can also be difficult to route the cable around and into tight spaces.

### Wire Ratings You Need to Understand

Marine wire has many RATINGS or specifications you need to understand before buying the wire you need for your boat project. These RATINGS are as follows:

1. Wire size
2. Voltage rating
3. Current rating
4. Temperature rating
5. Oil / water rating
6. Color code

**WIRE SIZE:** We have already covered wire size earlier. Selecting the proper wire size (AWG Gauge) for a particular connection will be covered in a future article, but a couple of things to think about are as follows. The smaller the gauge number the larger the diameter. The larger the diameter of the wire, the more current the wire can carry safely. The reason for this is a wire carrying too much current for its diameter will seriously overheat melting the insulation and causing the wire to SHORT to another wire and this will most likely start a FIRE, something to be avoided

for sure. Also related to wire diameter is the wire length itself.

There is no RATING for wire length; however, the wire length specification is the length you need to connect the battery or fuse panel to your device such as a navigation light or fish finder. This length is specific to your boat and not a general specification for all electrical devices on any boat. The length is related to diameter in that for a given wire diameter (Gauge), too long a wire will result in a VOLTAGE drop across the wire that will take away from the voltage required at the power terminals of your device possibly causing your device not to operate. This means your 12 volt battery voltage will not be 12 volts at the power terminals of your device; it could be 9 volts. This will cause your navigation light to be too dim or your VHF radio will not transmit at its full power. To prevent this you need to increase the diameter of the wire if it is too long at a particular diameter to avoid voltage loss. This is a math analysis that must be done or you can use voltage loss tables in the ABYC E-11 Standard document.

*continued on page 20*

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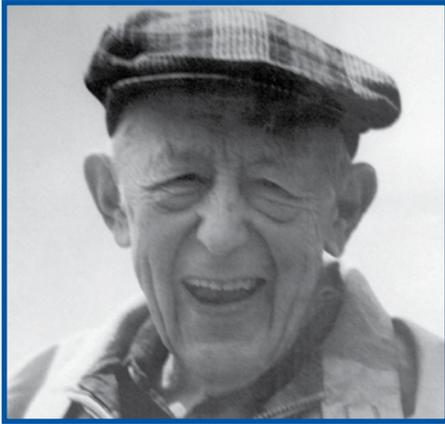
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**“To preserve, continue, and expand the achievements, vision and goals of John Gardner by enriching and disseminating our traditional small craft heritage.”**

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](http://www.tscanet.org/JohnGardnerGrant.html)

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# Gunk Book Review

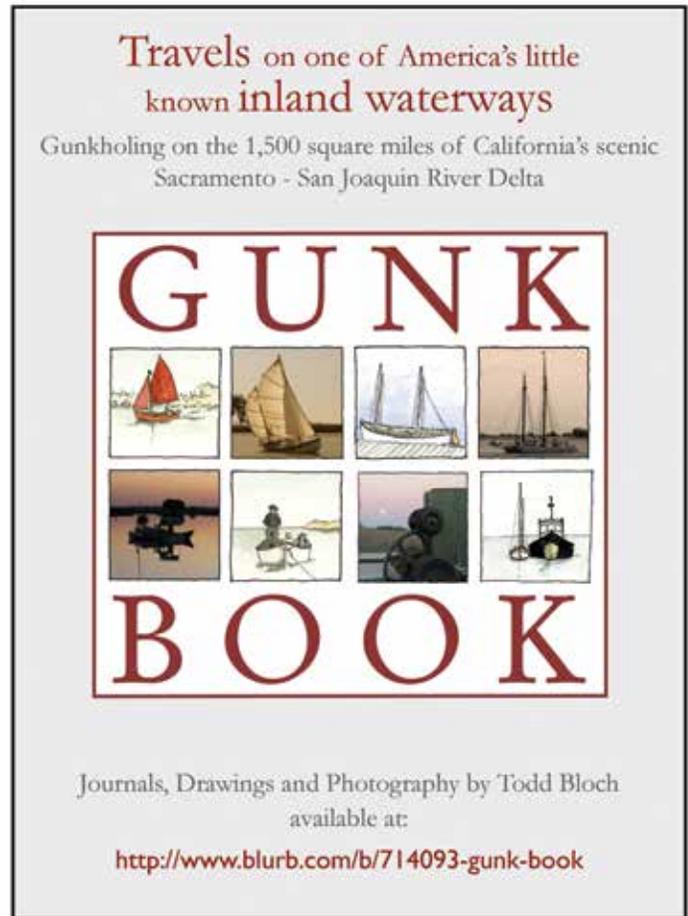
Review by Carolyn Miller

Not everyone knows the noun *gunkhole* (“a small, sheltered cove for anchoring small watercraft”) or the verb *gunkholing* (“cruising in shallow waters,” or as *Gunk Book* has it, “making a series of short pleasure trips by boat, as from island to island”). Both terms are born from the mud, or gunk, that *gunkholers* (“those who gunkhole”) anchor their boats in. If gunkholing is new to you, this book of photographs, watercolors, drawings, and journal entries will introduce you to the joys of sailing about on waterways, while experienced gunkholers will learn the finer points of exploring San Francisco Bay and California’s scenic Sacramento – San Joaquin River Delta.

Gunkholing can be done in most any kind of boat, though small boats with shallow drafts will naturally have more gunkholes to choose from. Some of the best-known gunkholing waterways include the San Juan Islands, the Inside Passage, and Chesapeake Bay. The shallow shores of San Francisco Bay and the Delta—over a thousand miles of rivers, streams, and sloughs winding past islands and tracts of land—are two of the best sites for this kind of wandering on the water. Gunkholing does not necessarily involve an overnight stay, of course, though it often does. Some gunkholers sleep on their boat, if it’s big enough; others camp out at their anchorage.

*Gunk Book* records twelve years of gunkholing trips with a group of sailors using the restored 1891-built scow schooner *Alma* as a support boat. The trips alternated between launching from the Hyde Street Pier in San Francisco (where *Alma* is moored) and in the Delta and averaged eight days. The gunkholers slept either on *Alma* or in campgrounds and ate in cafés or yacht clubs on land or cooked their own meals on *Alma*. Activities included open-water sailing; anchoring and launching boats; being soaked by rain; seeing moonrises and moon falls, sunrises and sunsets; being flooded out of a campground; making and breaking camp; playing and listening to guitars and singing; water fights; swimming; hanging out with dogs; drinking their own beer, which they brewed before the trip; attending the wedding of two gunkholers; visiting small towns in the Delta that have been preserved in the amber of time, such as Walnut Grove and Locke (the latter founded by Chinese immigrants in 1915); visiting the site of one of the last whaling stations in the United States; and cooking and eating salmon and crawdads, among many other foods. The kinds of gunkholing boats that made up the fleets ranged from sloops, skiffs, a dory, a Chinese junk, and an eight-foot pram to a felucca and a one-hundred-year-old Norwegian longboat.

From his first trip out of San Francisco in 1995 in an eighteen-foot skiff (when his mast broke three times), Bloch kept careful notes on his gunkholing excursions, and *Gunk Book* is liberally illustrated with his photographs, drawings, and watercolors, as well as reproductions of his journals and the designs he made



for a T-shirt for each trip. The color photographs are gorgeous, the watercolors are lyrical and charming, the handwritten journals are filled with the delights and perils of gunkholing, and the T-shirt designs are intricate and clever, ranging from a variation on an old map to a celebration of the Lewis and Clark expedition.

All of it adds up to a beautifully done account of the pure pleasure of messing about in boats, as described by the Water Rat (surely one of literature’s best-known gunkholers) in *The Wind in the Willows*, on the occasion of his fateful meeting with the Mole, who had never before seen a boat. It was then that the Water Rat became the patron saint of gunkholers: “Believe me, my young friend, there is *nothing*—absolutely nothing—half so much worth doing as simply messing about in boats. . . . In or out of ’em, it doesn’t matter. Nothing seems really to matter, that’s the charm of it.”

*Gunk Book* is a paean to this kind of pleasure, this kind of aimless wandering, this Tom Sawyer/Huckleberry Finn existence, this return to the deep joy of having nothing much to do except mess about on the water and the shore, whiling away the day in the sun and the wind and the gunk.

*Gunk Book: Travels in the San Francisco Bay and Delta* by Todd Bloch. Blurb.com/b/714093-gunk-book. 120 pp., \$49.99 soft cover, \$62.99 hard cover with dust jacket, \$66.99 casebound.



# How to be Ten Years Old When You are Sixty-Four

by Jim Blanton

There are few things I enjoy more than fishing in the ocean from *Raccoon*, my 14' Gordy Nash Whitehall. It's a pleasure just to be at sea in this beautiful, fast, seaworthy boat. Fishing makes it better yet. Every time I catch a fish it seems like magic to me.

Before going further I need to say that I have taken some time to make myself and my boat competent to be on the ocean. I don't take it lightly. I should also mention at this point that I have a fish finder. I am just a big fat cheater.

It all started when I was looking for a compass for *Raccoon*. As many of you know, compasses suitable for rowboats are hard to find. The usual ones are not meant to be read facing aft. This led me to consider a maritime GPS/plotter device. The fish-finder was included, and who was I to turn my nose up at this feature? It works great. There is a little icon for each fish, with a corresponding number to indicate the fish's depth. When I find a place where fish live, I mark it on the unit's map.

So early this morning I launched at the World's End Rowing Club (in Noyo Harbor in Fort Bragg, California) where my boat lives and rowed out toward one of these marked spots. Before I got there, though, the fish alarm (!) went off. Seeing a school of fish swimming at 30 feet deep, I put my jig (in this case a hex bar; a shiny hunk of metal with a treble hook at the bottom) down to the correct depth and pulled up three blue rockfish in less than 10 minutes.

Then I rowed to my original destination, a reef that comes out from the north end of a rock just to the north of Noyo Bay. Stan Halvorsen and I call it North Rock. Since I had already put meat on the table, I decided to try for the delicious, but harder to catch cabezon or ling cod. They are harder to catch because they usually lurk in holes in the rocky bottom, where it's easy to get your hooks caught. Fish right on the bottom don't show up on my fish finder, but I can see where the sea floor is irregular and might have holes good for cabezon or ling cod. With *Raccoon* slowly drifting, I carefully started



*Jim Blanton with his dinner and a pretty nifty Whitehall in the background.*

putting the jig down on the bottom, then picking it up again after a few seconds before it could get caught. I soon pulled up a nice cabezon.

By then beaming, I proceeded to another spot, near Soldier Point. I went to the bottom again and quickly hooked something *big*. I pulled hard, my stiff rod bent far over and vibrating. I fought the fish to the surface, then brought the tip of the rod up high and swung the beautiful jade-colored animal into the boat, all the while thrashing wildly and snapping its sharp teeth. As is my custom in such situations, I joyfully yelled out a few very colorful words, dispatched the fish, and put it in the bag.

I caught one more nice cabezon, then headed for shore, reflecting, as I often do, on how fortunate we are here in Fort Bragg to still have such a viable fishery, where fish we catch ourselves is an important part of our diet. I hope we continue to work to keep it sustainable, so our children and grandchildren can go to sea and harvest their own food as we do. As I approached the Rowing Club dock, two of my fellow rowers, Stan Halvorsen and Jim Swallow, lowered the hook so the crane could take my boat up. They knew from my boyish grin that something good had happened. Again.

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## Calendar of Events

### Mid-Atlantic Small Craft Festival

Oct. 3-5, 2015  
St. Michaels, MD

### Annual Georgetown Wooden Boat Show

Oct. 17-18, 2015  
Georgetown, SC

## President's Message

*continued from page 2*

So, whether we fully realize it or not, we live in a most exciting time. There are more kids enrolled in youth sailing programs than ever. More boats are probably being home-built now than at any time since the wooden boat revival period.

So, no complaints as I assume a leadership role in the Traditional Small Craft Association. The club is in excellent shape, thanks entirely to the work of others. We'd like to further increase paid membership in National and continue the drive toward online sharing of information, but we're proud of TSCA just the way it is, and look forward to spending time with every one of you, either on the water or virtually, via the ever-expanding world of internet-working.

Just remember one thing: staring at your monitor is *not* boating, even when you replay the most jaw-dropping sailing video on YouTube. You still need to get your behind out of that chair, head for the water and get your boat wet!

Speaking of which, I'm doing that this afternoon with our little canoe yawl, designed in 1888 but relevant and much-loved 127 years later, during the small-boat heyday of 2015.

## Blackburn

*continued from page 4*

"Lessons learned—there needs to be a way to call off the race after the start. They would have stopped this one part way into the race when conditions became apparent, but there was no way to call back those who had already started. There needs to be a contingency plan such as an alternative course. The communications system could be tweaked—VHF communications were difficult between boats and organizers because of the topography of Cape Ann. (HAM radios/operators helped a lot with this one but most of the escort vessels did not have HAM radios.)

"Bottom line—it was a successful event that was well run by the organizers under difficult conditions."

<sup>1</sup>Information on the background of the Blackburn Challenge Race was obtained from [www.blackburnchallenge.com](http://www.blackburnchallenge.com)

## Small Boats Are A Big Deal!

A small boat project is every bit as dear to the heart as a large one... and usually a lot more fun. Whether you're a pro or a backyarder, we can help you with the materials big little dreams are built upon.



Photo: Cottrell Boatbuilding  
[cottrellboatbuilding.com](http://cottrellboatbuilding.com)



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# Deltaville

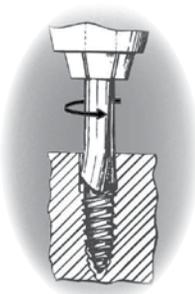
continued from page 7

**Below Top:** John England is the man behind the plan to resurrect the Deltaville Maritime Museum. Working countless volunteer hours, he and his crew work to build, restore, and maintain the boats, buildings, and exhibits.

**Below Bottom:** The wheelhouse of the F.D. Crocket is bright and airy. Modern electronics blend beautifully with the painted stavings and brightwork of the cabin.



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Included are sail, spars, tiller, center board and oars with hand sewn leathers. The sail is hand made of Oceanus cloth to resemble the bygone days of canvas. All corners have hand sewn grommets and bolt rope. Boat featured in *WoodenBoat Magazine* in Sept 2013 in the "Launchings" section.

**Asking price is \$7,500**

Robert Broten: [rbroten@earthlink.net](mailto:rbroten@earthlink.net)



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**Oarlocks available from Fisheries Supply**

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

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# Congratulations to the 3 new members of the TSCA National Council, the "Class of 2015–2018"

Their election was unanimous. This year we employed a digital ballot and had a larger response than the traditional paper ballot system. John Weiss said, "I believe the ~145 votes are more than we have ever gotten in an election or bylaws ballot. It appears that Facebook and blast e-mail are both effective ballot distribution methods. We received 63 ballots via the website link and 82 ballots in response to our e-mail blast." If you are a member and didn't get an e-mail ballot, send your e-mail address to [Membership.TSCA@gmail.com](mailto:Membership.TSCA@gmail.com).

The three new council members are as follows:

**Bud McIntire** – Les Cheneaux Chapter, Michigan: Bud just retired from the Great Lakes Boatbuilding School and is on a long motorcycle trip across country, doing what many of us wish we had the time to do.

**Bob Miller** – Puget Sound Chapter, Washington: Bob is an instructor at the Northwest School of Wooden Boatbuilding (specializing in maritime history more than boatbuilding), a supporter of the Northwest Maritime Center, attendee at various TSCA events, Coast Guard retiree, and all-around great guy.

**Ken Workinger** – Michigan Maritime Chapter, Michigan: Ken is an engineer and a graduate of The Landing School in Maine, has designed a number of boats, worked in the design department at Tiara Yachts, and currently does small craft design work as Jolly Dog Boats.

These join the 6 incumbent Council members to oversee day-to-day governance:

**2013–2016**

Ned Asplundh, Michigan Maritime/Delaware River  
Russell Smith, John Gardner/Thames River  
Andy Wolfe, At large/*Ash Breeze* Editor

**2014–2017**

Roger Allen, Buffalo Maritime Center  
Marty Loken, Puget Sound/TSCA President  
Mike Wick, Delaware River/*Ash Breeze* Adv Manager

The Council members will elect the new officers in the coming days, and I expect you will hear from them soon after that.



# Small Craft Workshop

*continued from page 3*

before. The result of a group build by the local John Gardner Chapter, it was built at the Community Boathouse on the campus of the University of Connecticut at Avery Point. George freely shared his techniques and trade secrets.

Kevin Rathbone moved us out onto the dock as he walked us through the intricacies of the sprit rig. Using his ketch rigged Culler Beach Skiff as an example, he described his rigging techniques for both peak and boom sprits. No hardware was used, only spliced eyes and thimbles to make a flexible, reefable rig.

Bill Rutherford moved back to the theoretical on Sunday, sharing rules of thumb for design of small boat sails using the sail for *Nina* as an example. Karen Rutherford contributed with tips for sewing seams and reinforcing corners. This presentation was followed by a comparison of approaches to decide length of oars, again using skiff *Nina* as an example. Three approaches were used, resulting of course with three different recommended lengths; the consensus was to start long and whittle down until they “feel right.”

Brian Cooper set up Saturday after the morning row, using drawshave and plane, and carved a Greenland paddle from an absolutely clear piece of cedar. He continued, amid many questions and comments through to Sunday afternoon. His paddles complement the beautiful strip planked sea kayak he brought to the meet.

## **Morning Paddle/Row:**

Workshop attendees who wished to join the cruise down the Mystic River to Mason’s Island or up river to Old Mystic (the direction depending on favorable wind and tide), gathered at Australia Beach at 8 a.m. on Saturday and Sunday. Efforts were made to place participants who did not bring a boat on another attendee’s boat or a John Gardner TSCA dory. Saturday we went up the river against the tide but powered down with the wind and tide behind us. Sunday was a bit dreary but still resulted in a tour of the waterfront to observe the Show’s boats from the water.

## **Mystic Seaport Small Boat Collection Open House:**

The Museum’s Small Boat Collection which is not normally open to the public was open each day of the Show from 2:30 p.m. to 4:30 p.m. Now called Watercraft Hall, it is accessed through the loading dock doors in the rear of the Collections Building on the opposite side of the street from the Latitude 41 Restaurant. We offered a guided tour of the Collection leaving from the TSCA Booth at Australia Beach on both Saturday and Sunday afternoons at 3:30. A few other small boats on



*Rigth Top: A Portion of the Fleet on Australia*

*Rigth Middle: Launching of the Nina*

*Rigth Bottom: Cindy Lou*



display were observed on the way across the Museum campus as opportunity presented. We were fortunate on Sunday to have Ben Fuller, the former curator of Small Craft at Mystic Seaport, lead the tour.

**Saturday Night Dinner:**

On Saturday night we were encouraged to join other WoodenBoat Show participants in the River Room at Latitude 41 for a Tribute Dinner for Dick Pulsifer. Tickets needed to be pre-purchased from WoodenBoat in advance of the Show. Others were invited to Bill and Karen Rutherford's home in nearby Stonington for a backyard barbecue which evolved into a sea music sing-along. Might have had something to do with that Real McCoy rum.



*Left Top: Brian Cooper Demonstrates Greenland Paddlemaking  
 Left Middle: Paddling Back to the Seaport  
 Left Bottom: Sea Chanties Saturday Night  
 Above Top: George Spragg Describing Build of the Nina  
 Above: Nina Build  
 Below: Hoopers Island Draketail*



# Marine Wire

*continued from page 9*

**Voltage Rating:** This refers to how much AC or DC VOLTAGE can be applied to the wire without the voltage arcing through the insulation to another wire or metallic part of the boat. This also prevents the possibility of electrical shock to someone accidentally touching the wire. This is particularly important with wire carrying AC power from a generator set or a shorepower connection. The typical rating for marine wire is 600 volts. This covers all of your boats power needs from DIRECT CURRENT (DC) battery power up to alternating current (AC) power from your shorepower connection or AC generator set. Stay with a 600 volt minimum when buying.

**Current Rating:** This is probably the most important RATING of marine wire. This RATING tells you how much current IN AMPS the wire can carry continuously without overheating and burning up causing a fire. This rating is directly related to the wire diameter. The bigger the diameter of the wire the more current it can carry. It is not dependent on wire length. A long wire will burn up just as quick as a short wire when carrying current above its current rating.

How do you determine the proper current rating for your wire runs? As mentioned before, a detailed procedure will be outlined in a future article, but the starting point is determining the current required by the device(s) you are wiring to. This should be found on the specification sheet for the device itself. NEVER GUESS! If the specification sheet for the device does not state the current requirement and you can't find out what the current requirement is (pretty rare for new equipment, but common if using older used equipment without a user manual), then do not use the device; you will never be able to properly size the wire for current as well as voltage loss due to length.

The wire current rating does not need to match the device current exactly. ABYC Standard E-11 has a table that shows current carrying capability of wire. Also many marine catalogs have tables stating current ratings of marine wire. As long as you choose a wire with a current rating higher than the device current requirement you are safe. You might ask...why not just wire your boat with a large gauge wire? You can if you want, but the cost would be much higher than it needs to be. Also the bigger wire is heavy and expensive, so save the bigger wire for where it is required. Adding terminals and other wire hardware becomes more difficult, so again save the larger wire for where it is absolutely necessary.

**Temperature rating:** This is another very important wire rating. The insulation covering on wire has different temperature ratings. The temperature rating is primarily for the insulation,

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*There is a whole lot more to wire  
than just some plastic covered copper  
conductor.*

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in other words how hot can the whole wire get without the insulation melting off of the conductor. The higher the temperature rating, the more expensive the wire is, so again only use the temperature rating you need for the area of the boat you are wiring.

There are two main areas of the boat that must be considered with regards to temperature ratings. First and foremost is the area around the engine with the exception of outboard engines, engine rooms, or areas where inboard engines are mounted. The other area on the boat is simply the rest of the boat. For most wiring jobs, a temperature rating of 60°C is more than sufficient. Higher ratings may be required for wire that may lay on very hot pieces of equipment or areas where heat is far higher than on the rest of the boat. Some engine spaces

get very hot, and you may need to use temperature ratings as high as 75°C or higher (ratings as high as 200°C are available). In addition to the insulation melting off of the wire, when wire is used around hot areas the current rating must be DERATED. This means that for a given current rating of wire in regular unheated areas, to use that wire in a hot area, the amount of current the wire can safely carry is less because the wire is already starting at a higher ambient temperature, so it takes less current to generate the heat required to create a fire hazard. Check the wire catalog for temperature ratings and have a good idea as to what the temperatures could be in the hot areas of your boat, then select your wire accordingly. ABYC Standard E-11 has a derating table to help with derating the current in a hot area.

**Oil/water rating:** This is another insulation rating. There is no number involved in this rating. A wire is either rated for oil, water, oil and water, or not rated for anywhere wet. Check your catalog or ask your vendor. Again the oil/water rated wire is more expensive. Only use it where you need that kind of protection. Voltage, current, and temperature ratings still apply to this wire. Also do your best to keep wiring out of the water or oil in normal use. Wire in and around engines should be oil resistant.

**Color Codes:** This is not a rating. It is mentioned here because ABYC has specified a wire color code for different functions in a boats wiring system. Many builders do not adhere to these color codes. The color codes are intended to help make wire tracing easier. But for that to work, you have to know whether or not the electricians used ABYC color codes. Common colors that have somewhat become universal are as follows:

Red – 12 volt battery power, usually the battery cable itself as well as the overall powerwiring.



Yellow – This is for circuit returns, meaning wire that connects device negative terminal to battery negative.

Black – Two meanings. It is usually the negative battery cable, which is tied to the circuit return where all of the yellow wires connect to. Black is also the HOT wire in AC power systems, so be aware!

Green – System ground for both AC and DC power systems. System ground is not the same as circuit returns.

White – This is the NEUTRAL wire for AC systems.

The ABYC E-11 Standard has a table that describes the color codes.

### **What about AC shorepower wire versus DC battery wire?**

Wire used for AC power is exactly the same as wire for DC power. The only difference is in the color code used to distinguish AC circuits from DC circuits. In addition, many times AC wiring is accomplished by using multiwire cable that contains white, black, and green wires. This multiwire cable gives you double protection from the AC



*AC Marine Wire—Note the tinned, stranded conductors and wire colors*

power in the conductors (two layers of insulation). AC is more dangerous than 12 volt battery power. Many boats use AC wire that looks like house wire on the outside but on the inside the wire IS STRANDED. Regular house wire has solid conductors, a no-no on boats, so do not use regular house wire in your boat's AC system. AC marine cable should always be used for AC wiring.

This first article in this series has dealt with the subject of marine wire. I hope you have learned that there is a whole lot more to wire than just some plastic covered copper conductor. As far as pure electrical physics goes, wire is just wire; it connects parts of circuits together. But in addition to physics, there are a whole

lot of real world factors that must be considered in choosing wire that will not only work in the physics world but also the boat, the airplane, the factory, and the house world and work SAFELY.

The next article in this series will cover how to properly SIZE wire so that it is safe under all electrical conditions so your wiring installation keeps your systems hooked-up and fire free.

Ed is owner of Bayside Marine Design, a firm that specializes in marine electrical system design as well as general small craft boat design. Ed was an instructor and former Director of the Eastport Boat School that was located in Eastport, Maine. You can contact Ed at: [ed@baysidemarinedesign.com](mailto:ed@baysidemarinedesign.com)

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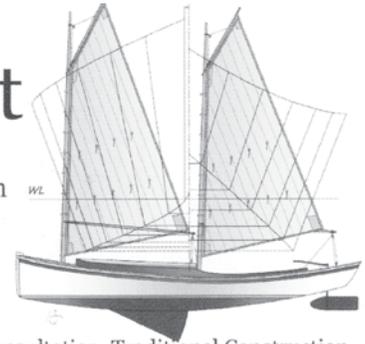
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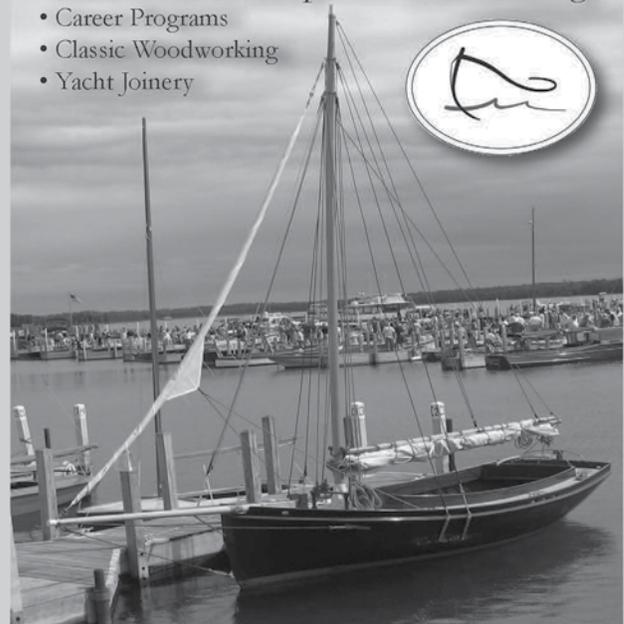
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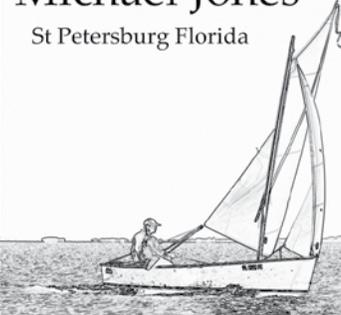
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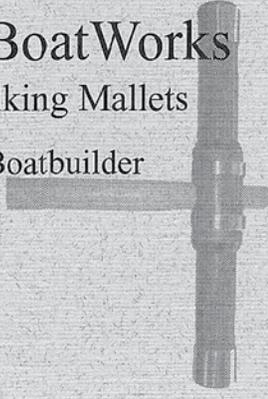



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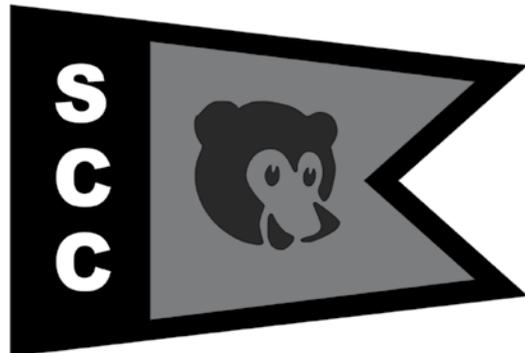


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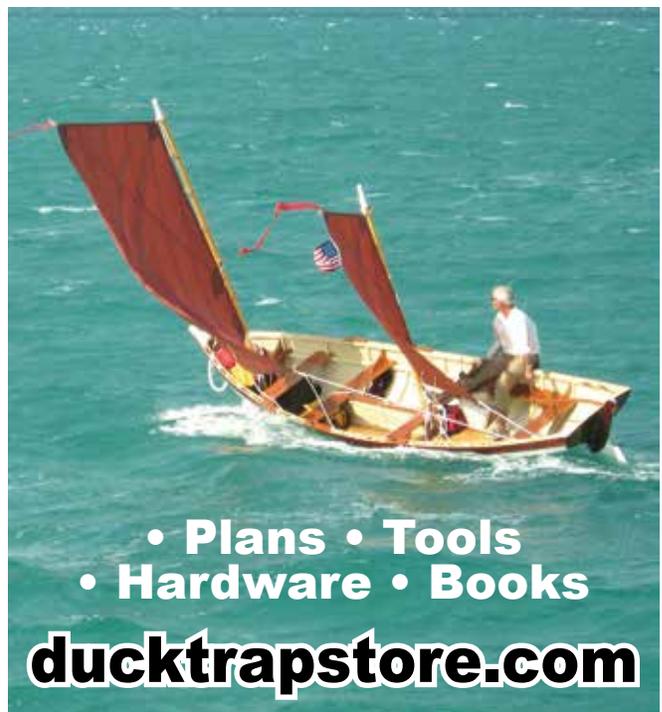
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