

The Ash Breeze

Journal of the Traditional Small Craft Association

Back to the Mid-Atlantic Small Craft Festival

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VOLUME 37, Number 4 • Winter 2016 • \$4.00



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

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Volume 37, Number 4

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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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TAB Layout Design: Karen Bowen

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President's Message: TSCA's Spatial Profile

Marty Loken, President

I'm intrigued by some demographic and geographic patterns in TSCA's membership list. How amazingly unique our chapters are in their focus, types of events, and available boating options...and how it is that some states with a single chapter have tons of members, while others states have multiple chapters but far fewer members. Some chapters focus strongly on rowing and paddling, while other are mainly dominated by small-boat sailing. Some have scads of events and meetings—others almost none.

What's really interesting is how chapters are distributed across North America—tightly in some regions, while other areas are mysteriously devoid of TSCA chapters. Let's look at what we might call TSCA's spatial profile, just for fun.

To get started, here's a top-to-bottom list of states with the greatest number of TSCA members. Listed beside each state you'll see their percentage of total TSCA nationwide membership, followed by the corresponding number of chapters in each state:

State	% of total TSCA Membership	# of Chapters
California	13.9%	3
Florida	9.7%	4
New York	9.6%	5
Washington	8.3%	1
Connecticut	8.1%	3
Michigan	7.6%	3
Massachusetts	7.1%	2
Maine	5.6%	1
Pennsylvania	3.5%	1
New Jersey	3.2%	2
Virginia	2.9%	1
North Carolina	2.5%	3
Maryland	2.4%	1
Texas	2.3%	1
Oregon	2.2%	1
Vermont	1.6%	1
New Hampshire	1.5%	0
Ohio	1.3%	1

Less than 1% - Wisconsin (1 chapter); followed by chapterless Rhode Island, Illinois, South Carolina, Indiana, Alabama, Tennessee, Georgia, District of Columbia, Delaware, Arizona, South Dakota, Louisiana, Colorado, Iowa, Kentucky, Minnesota, and Alaska.

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Back to the Mid-Atlantic Small Craft Festival

by Andy Wolfe

The 2015, MASCF XXXIII ended before it even started with Hurricane Joaquin, so the Chesapeake Bay Maritime Museum got to reuse the Roman numerals for the 2016 MASCF XXXIII—the East Coast’s largest gatherings of small boats and unique watercraft. When you’ve been hosting an event for thirty-four years with your systems in place, outsiders can’t see what it really takes to produce the program of this scope. For CBMM, this is an all-in event—everyone connected with the museum plays a part in the success.

The weather was very pleasant for the Friday evening crab and oyster event opener. John Ford, who leads the annual

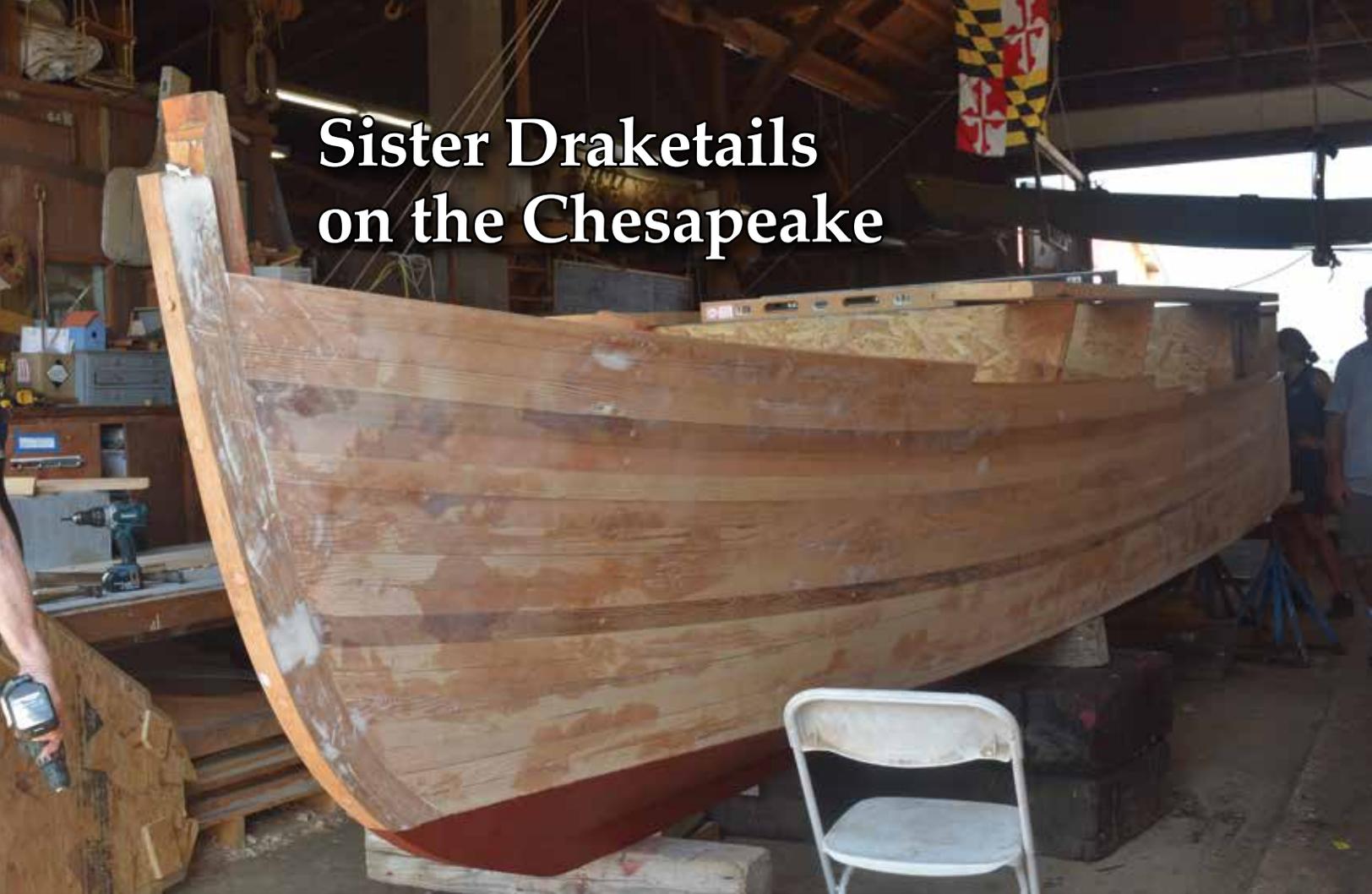
festival, demonstrated his shucking skills, using his custom oyster knife, alongside the bay waterman. The log fire grill blazed and the dinner party expanded with the music of the Royal Oak Players. The music continued with a lively jam of musicians singing and playing shanties and sailor songs.

Rain and strong winds were present on Saturday morning, but it didn’t slow the consumption of coffee and donuts to start the day. It seemed to me that an equal number of boats were displayed in the yard as in the water. The combination of high tides and high winds flooded portions of the parking lots at the water’s edge.

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Sister Draketails on the Chesapeake



by Andy Wolfe

When Grigg Mullen asked me to lunch, about ten years ago, to talk about building *Miss Sue*, a 25-foot Draketail launch, I had no idea that the project would generate such interest and awards and lead to Chesapeake Bay Maritime Museum building a sister-ship, *Pintail*, in their Apprentice for a Day Program.

The lines for *Miss Sue* came from the pages of Harry Sucher's *Simplified Boat Building: V-Bottom Boats*. I suggested some refinements to the lines, and Bill Platt was brought onboard to modify the beam and fill out the bottom run to the stern. Bill added about 10% to the beam, which made a big difference in the boat's stability. We (that would be four men and a kid) spent the next five years building *Miss Sue* in the traditional bay fashion, on a mountain top near the western edge of Virginia. My son Connor said, "The job could have been done faster, but they kept running out of scotch and cigars." We've never calculated how much scotch or how many cigars it actually takes to complete a mountain-top traditional bay build.

Miss Sue was completed at 5 a.m. on the Friday morning of the opening of the 30th Mid Atlantic Small Craft Festival. Following a 2-hour nap and a 6-hour tow, she was christened with a National Bohemian beer stuffed into a sock by her namesake, Miss Sue Wiley, and launched into the Miles River at 3 p.m. Just before noon the following day, after spending a lovely morning on the CBMM docks, I went looking for the tardy judges.

They said, "*Miss Sue* was listed as a no-show."

And I pointed to her and said, "It's not so."

Judges were quickly dispatched to the slip where they exclaimed, "We thought this boat was part of the museum's collection."

Such is the reason the *Miss Sue* crew is so pleased to have a sibling under construction. There are plenty of right ways to build a wooden boat, and CBMM Boatyard Program Manager Jenn Kuhn used a laminating and strip planking approach to building the *Pintail*. The hull was recently flipped over and the decks and cabin sole are now being fitted. A super-efficient

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Top: The 25' draketail being built by CBMM's Apprentice for a Day Program, *Pintail*, sits in the boatshop after being flipped over in September. Once her hull is fitted with decks and cabin sole, a two-cylinder Yanmar diesel will be added to the engine box.





CBMM Boat Donation Program

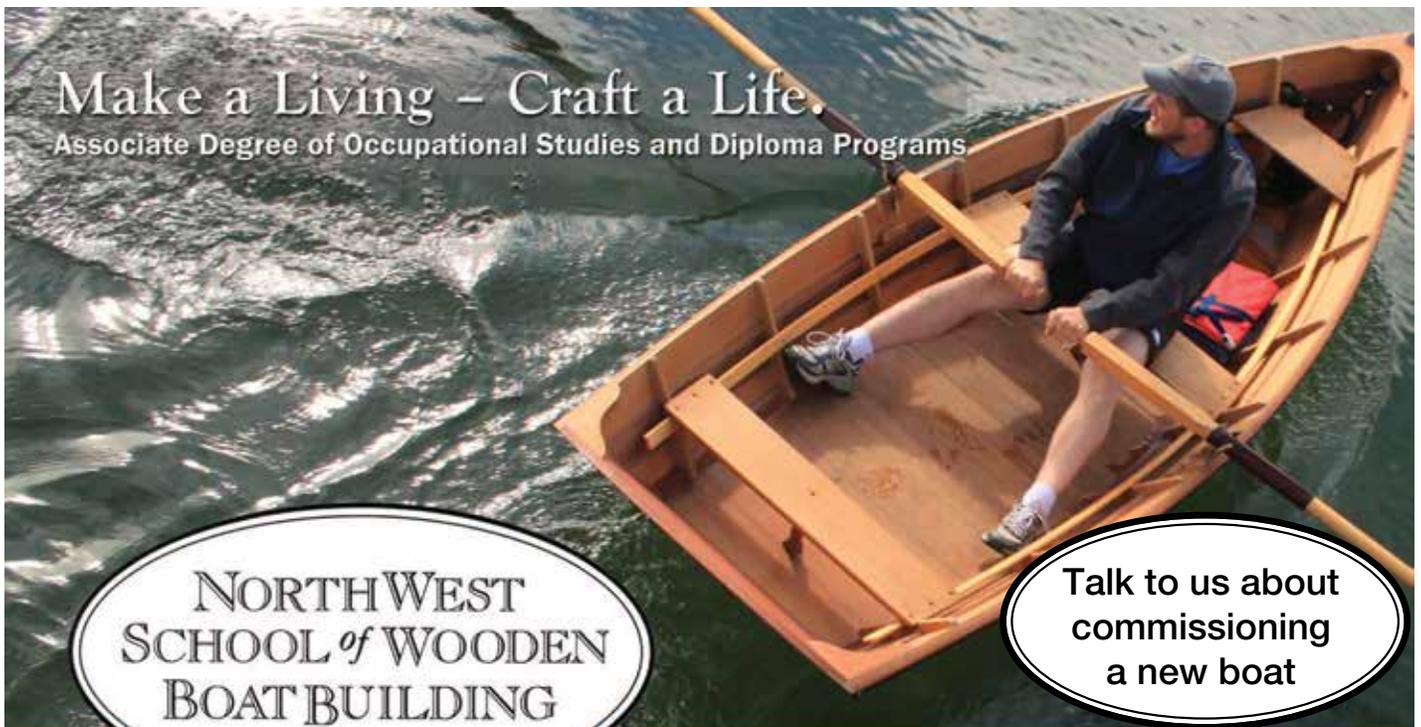
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Applying Simplified Naval Architecture Principles to Designing Traditional Boats: Preliminary Design: Calculating the Hydrostatics

by David and Rosemary Wyman

This is the fourth article in the series. In the previous article we developed the lines drawing for our boat. Assuming that you are satisfied with the shape of the boat and that all three views agree with each other, it is time to take some measurements and calculate the important hydrostatics. Hydrostatics refers to how a boat floats in water in a static condition with regard to where the waterline will be, how stable the boat will be and how easily she will move through the water. In other words, these calculations will show you if the lines you have drawn will result in a boat that will perform in accordance with requirements you developed in article #2.

Specifically, we will calculate five important numbers that will show how closely your design matches the objectives that you established for your boat. There are many more numbers used by naval architects, but these are the critical ones in characterizing a traditional boat that operate at displacement speeds. These five numbers are:

1. Displacement is the weight of the water displaced by the boat. The estimated weight and the displacement should be close so that the boat will float on the load waterline.
2. Longitudinal center of buoyancy is the center of the displaced water. In a displacement boat, it should be a little aft of the middle of the boat for best performance. Also the longitudinal center of buoyancy and longitudinal center of gravity should be very close otherwise the boat will be down by the bow or stern.
3. Pounds per inch of immersion is the number of pounds that must be added or subtracted from the boat to change the draft by one inch. This can be helpful if you need to change the vertical location of the LWL on your lines drawing if the displacement and estimated weight do not agree.
4. Stability is measured by the metacentric height (GM), which is the vertical distance between the metacenter and the center of gravity. The metacenter (M) is the point about which the transverse center of buoyancy moves outboard from the centerline when the boat is heeled. The metacentric height (GM) indicates the tendency of the boat to stay upright; the greater the GM, the more stable the boat.
5. Prismatic coefficient is an indication of fineness of the hull. A rectangular barge hull, which has a lot of resistance,

has a prismatic coefficient = 1.0. For best performance at displacement speeds, the prismatic coefficient should be a little greater than 0.5. The prismatic coefficient is the ratio of the volume displacement of the hull to the volume of a hull with a cross section equal to the largest station area that is the length of the LWL.

It is important to have an understanding of how these numbers are calculated, but in this computer age, an Excel Spread Sheet can be used to do the calculations. The table on the right is a copy of the spread sheet I developed and use to calculate the hydrostatics. If you would like a copy of this Excel Spread Sheet, send an e-mail to david@dwymape.com. To use my spread sheet, enter your measurements in the yellow highlighted boxes. The results of these calculations will appear in the blue highlighted boxes.

To begin your calculations, you need to take measurements from your lines drawing using the appropriate scale. For example, my drawing of *Rosie* is drawn at a scale of 1.5" = 1 foot. To make my measurements, I can either use an architect's scale or, if using an ordinary ruler, each 1/8" on the drawings is equal to one inch on the boat. Measurements are made of only one half of the boat because the boat is symmetrical about the center line and the calculations will account for that. Please note the following important considerations:

- The measurements need to be in feet and hundredths of feet (not feet and inches) for the purpose of making calculations. For example 1 foot 3 inches should be entered as 1.25'.
- The half beam measurements of the waterline are taken directly from the drawing.
- The half areas below the waterline must be calculated from measurements taken from the drawings (the method described in the second article).

For those of you who are interested, below is a detailed description of how each of these five numbers described at the beginning of this article are calculated:

1. Displacement (Displ) is calculated as follows:
 - a. From the lines drawing, calculate the half area of each of the stations (the method for calculating half area as described in article number two).
 - b. Sum up the half area by taking half the value of the first and last stations and the full value of the ones in between.



Hydrostatic Calculations – Rosie

Displacement – salt water (64#/ft³)

Lines to outside of stations

All dimensions in feet and decimals of feet

A	B	C	D	E	F	G	H	I
Station	Half Beam	Half Area	x	f(displ)	f(LCB)	f(WPA)	Half Beam ³	f(I)
0	0	0	0.5	0	0	0	0	0
1	0.6	0.14	1	0.14	0.14	0.6	0.2	0.22
2	1.22	0.35	1	0.35	0.7	1.22	1.8	1.82
3	1.62	0.56	1	0.56	1.68	1.62	4.3	4.25
4	1.96	0.71	1	0.71	2.84	1.96	7.5	7.53
5	2.08	0.74	1	0.74	3.7	2.08	9	9
6	2.03	0.54	1	0.54	3.24	2.03	8.4	8.37
7	1.03	0.15	1	0.15	1.05	1.03	1.1	1.09
8	0	0	0.5	0	0	0	0	0
TOTALS				3.19	13.35	10.54		32.27

HYDROSTATICICS:

J	LWL (ft)	12	
K	Common Interval (ft)	1.5	
L	Volume Displ (ft ³) =	9.57	
M	Displacement (lbs) =	612	Displacement should be within 10% of weight est.
N	LCB (sta) =	4.18	
O	LCB % aft of Station 0	0.52	Recommended 0.55 - 0.59
P	WPA (ft ²) =	31.6	
Q	PPI (lbs/in) =	169	
R	I (ft ⁴) =	32	
S	BM (ft) =	3.4	
T	KB estimate (ft) =	0.34	
U	KG above Bottom (ft) =	1.5	
V	GM (ft)	2.2	Recommended between 2 and 3 feet
X	Prismatic Coefficient	0.54	Recommended 0.52 - 0.55

- c. This sum of the half areas is multiplied by 2 to get the full areas and then by the common interval between the station to get the volume displacement in cubic feet of the hull below the load waterline.
 - d. Finally, the volume displacement is multiplied by 64 lbs/cubic foot for salt water (62.4 lbs/cubic foot for fresh water) to get the displacement in pounds. This displacement should be approximately equal, within 10%, to your weight estimate from the previous article. If it is not, then the LWL will need to be moved up or down and new measurements and calculations made to get a new displacement that is within 10% of the weight estimate.
2. Longitudinal center of buoyancy (LCB) is calculated as follows:
 - a. Multiply each of the half areas by the station number and then sum them up, again using only half of the value for the first and last station.
 - b. Divide the sum of the previous step by the sum of the station area that you calculated in finding

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Boat Building and Parenting

by Jim Stumpf

Recently, I was thinking about my boat building and parenting journey over the last two decades back to 1997, when my daughters were ages three and five. I'd never sailed and hadn't spent much time around boats, even though I'd lived my entire life near the shores of Lake Erie. When I finally got caught up in the romance of building my own boat and learning to sail, it became a near obsession with me. Over the years I've built several boats of varying sizes and designs. As most of you know, trying to raise children, earn a living, keep up with the mortgage, and stay married all at the same time can put a strain on our most valuable resource—time. One way to make my new hobby work was to multitask. What better way to have a hobby than to get the family involved? I think the kids got a lot out of it, and my wife went along as long as it didn't involve her working in the shop or going out in the boat (too often).

About the time I started building boats, I joined the Cleveland Amateur Boatbuilding Society. The girls loved to join me at meetings, mostly because they served cookies and hot chocolate and the club (primarily old timers) treated the girls as if they were real members. One of the earliest builds the girls worked on was a one-sheet skiff that we banged together on a snow day in January 2000. With the boat nearly finished, Deanna, age eight, gave a presentation on the construction of the boat to thirty old geezers. The program included a question and answer segment where she revealed that boat building is sanding and sanding and more sanding. Imagine at eight being able to share your thoughts and information with interested people and learning that you will not be eaten alive by the crowd. When the girls launched their boat during that year's launch day festivities and then rowed around the lake for the first time on their own, there was a feeling of accomplishment that only a boat builder understands.

Megan, my younger daughter, does not remember a time when we were not messing about in small boats. She has spent her entire life involved in a primarily adult male hobby, spending hours working and playing alongside folks older than her dad. She has developed a great respect for people of all ages and feels comfortable sitting and conversing with a 70-year-old man, as easily as she does with a grade school girl. I think that a great deal more emphasis should be placed on the respect of others by all of us, but exposing young people to older folks and earning their respect as a peer is a lesson they will carry for the rest of their lives.

At age fourteen, Meg decide it was time to build her own boat. Thank goodness, as the girls just about killed me paddling them around in my Bolger Pirogue for more years than my body cares to remember. I have lots of fond memories of time spent in that tank with the girls, but they apparently had no



(L-R) Megan Stumpf, Joe Horvath, Deanna Stumpf
Photo by Jim Stumpf

comprehension of how dragging body parts through the water and poor boat trim affect the oarsman.

Meg decided on a Planford Bell 13-foot skin kayak for her first solo endeavor. Again, I cannot stress the lesson of sticking to a project, seeing it through and finishing it. When she mixed a bad batch of epoxy and then had to dig the gooey mess out of the joints, she could have quit the build, but the “want” of the finished craft and the enjoyment to be had at a later date was enough to keep her going. Delayed satisfaction in today's world of instant gratification is a hard commodity to come by even as adults.

Speaking of delayed gratification, her birthday gift that year was cedar 2x4s and canvas. Megan will be graduating from nursing school next week with honors and has some pretty impressive job prospects, not only because of her grades, but because of an impressive resume loaded with extracurricular items, which I strongly suspect, come from her long history of

Megan's memorable smile
Photo by Jim Stumpf





*Ric Altfather and Megan Stumpf with Very Berry Kayak
Photo by Ed Neal*

community learned from her time in the boat building club. I also think that she leaves a lasting impression with recruiters when they read that she built her own boat, and we haven't even touched on the patience and ability to live in the moment that is learned if you are to be a successful sailor. It does not hurt that she isn't afraid to travel to Third World countries on nursing missions. Sure she is a little apprehensive, but she has learned to channel her fear and overcome it and use it to her benefit. I am sure many of these lessons can be learned playing organized sports or in other pursuits in the arts, but in these alternate pastimes, parents and others are left sitting in the audience or on the sidelines. Kids spend far too much time in scheduled or organized activities. The girls played a little soccer, softball, and volleyball, but I don't recall hearing them talk fondly of those times. It always seems to be the times we were camping, or sailing, or out in the shop.

I think what I take away from this self-indulgent reminiscing is that almost all of my favorite memories involve family, friends, water, and boats... Oh yes and sawdust! Involving the girls at a young age may have started as a way to free up more time for myself, but in the end, may have been the best parenting decision I have made. My daughters learned to plan out a project, then stick to it. They also learned patience, respect for folks of all ages including themselves, that hard work can pay dividends beyond expectation and that new-task learning and hard work should not be feared but sought out and conquered.

One last thought is that there is a freedom experienced the first time you shove off in a canoe or sailboat for your first solo trip around the lake that cannot be duplicated. The feeling of accomplishment that is felt the first time you launch a new boat is almost the best feeling in the world—next to equipping and launching children into the world for their solos as adults.



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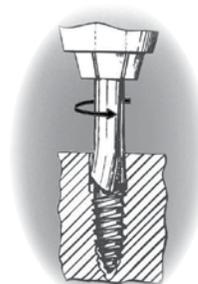
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John Gardner Grant

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

Proposals for projects ranging from \$200 to \$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 that are published, exhibited, or otherwise made available to the interested public. **Projects must be reported in *The Ash Breeze*.**

Program details, applications, and additional information:

www.tscanet.org/JohnGardnerGrant.html



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

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President Message

continued from page 2

So, that means TSCA has members in 36 states, but somehow no members (not to mention chapters) in 14 states.

While we can all look at this differently, I'm struck by a few things:

- While non-U.S. chapters are certainly welcomed, for some reason we have no chapters across Canada (not to mention other countries). I would think that Ontario, Quebec, and British Columbia would be prime territories for new chapters—not to mention Nova Scotia, New Brunswick, Newfoundland and Labrador, and Prince Edward Island. (Okay, maybe the population base is too small in some of the latter provinces, but the bigger ones are certainly great candidates.)
- Within the continental U.S., it makes sense that California—the state with the largest population and terrific boating opportunities—might be the state with the greatest number of TSCA members. But Texas has the second-greatest U.S. population and only 2.3% of total TSCA members nationwide, so we're guessing there might be room for a second chapter in the Lone Star state. (Attention Frank Coletta: How about a Port Aransas chapter, to host your annual plyWooden Boat Festival?)

While many of the states listed above make sense in terms of their TSCA membership totals and number of chapters, I'm totally confused by a few that are almost totally missing in action. Take Minnesota, the *Land of 10,000 Lakes*, which somehow does not yet have a TSCA chapter (!) and ranks 21st among U.S. states in population. *How can that be?* The same might be said, on a reduced scale, about some other watery states without chapters—Rhode Island, Illinois, South Carolina, Indiana, Alabama, Tennessee, Georgia, Delaware, Arizona, South Dakota, Louisiana, Colorado, Kentucky, and Alaska.

TSCA has almost three dozen chapters—each unique, but sharing a common passion for small boats and their use.



Members of the Puget Sound TSCA chapter and the Port Townsend Pocket Yachters gather for their annual New Years Messabout on the beach of Rat Island, across the bay from Port Townsend, Washington. (Marty Loken photo)

While our main goal isn't growth for the sake of growth, we've often wondered about those states and provinces that appear to be fertile ground for TSCA chapters. So if you have friends in Canadian provinces or some of the states mentioned above that are somehow lacking TSCA chapters, please give them a nudge. (All it takes to launch a chapter is five current national TSCA members, and a locally-tailored version of our boilerplate set of bylaws. Once recognized as a chapter—really a simple process—you can join the rest of us in organizing terrific on-the-water events, all covered by TSCA's insurance policy. And your members will receive this fine magazine, along with other benefits.)

So, let's see if we can add a few more chapters in 2017, continue shifting our spatial profile, and have a great New Year of building, restoring, and enjoying our obsession with small boats.

Editor's note: To learn more about formation of a regional chapter, get in touch with John Weiss, TSCA Membership Coordinator, via email at jrweiss98020@comcast.net

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The 2016 Small Reach Regatta with a fleet of over 60 traditional rowing sailing boats was held on July 27 through July 31 in the waters off Brooklin, Maine. This year's regatta was sailed from Atlantic Boat Company, our generous host, using their facilities on Herrick Bay. This panoramic photograph by Rosemary Wyman was made up of multiple individual photographs showing the fleet just getting under

way from the Atlantic Boat Company pier for a day's sail to one of the nearby islands in Blue Hill Bay.

Copies of this photograph (size 18" by 7.5") suitable for framing are being made available at cost by the Downeast TSCA for anyone who would like a copy. To have a rolled-up copy mailed to you, send \$10 along with your address to David Wyman, PO Box 505, Castine, ME 04421.

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

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Sister Draketails

continued from page 4

two-cylinder Yanmar diesel will grace her engine box. *Pintail*, like *Miss Sue*, will be rigged with traditional rope steering controls and all bronze hardware.

The other exciting sister-ship news coming from CBMM is the recent fleet addition of another Bronza Parks built Draketail, *Dorothy Lee*, sister-ship to *Martha*, the boat that inspired *Miss Sue*, which is the boat that inspired *Pintail*. Pretty neat how these things come full circle just under a century!

Grigg Mullen has been working on a book for all the vicarious and wanabee Draketail builders that chronicles the making of *Miss Sue* and the appropriate paring of single malts with pine logs. The working title is *Martha's Daughter*. If you're not inclined to build your own, here's your chance to join the cool boats on the water club. *Pintail* will be available for purchase upon completion. For details, contact Jenn Kuhn at 410-745-4980 or jkuhn@cbmm.org.



*Top Right: Dorothea Lee and Martha
Bottom Right: Miss Sue at Mystic Seaport*



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MASCF

continued from page 3

At 9 a.m. the activities began—the judges fanned out across the museum grounds searching for elusive entries—and workshops on navigation, net making, and kids model boatbuilding and sailing got underway.

In the boatyard, skin on frame kayak construction was in the final stages before the launch, and Inuit paddles were being crafted. Boatyard manager Mike Gorman was pontificating on logs and log canoes. Model Guild of the Chesapeake Bay members were cruising around a huge artificial pond with displays of some of the finest examples of miniature working craft ever built along with a very interesting submarine.

The MASCF is a multi-generational event. For many of us, now older folks, we brought our young children for a weekend of family fun. Now we see those “children” extending the tradition with their own children. We have at least a dozen Seaworth Small Ships built by our children and grandchildren over the years from the kits supplied by Marla and George Surgent. These are more than just toy boats—they really do sail, and everyone enjoys the launching party.

The traditional small craft featured on the light blue MASCF XXXIII t-shirt this year is the Delaware Ducker. As luck would have it, Ben Fuller (the acclaimed small craft





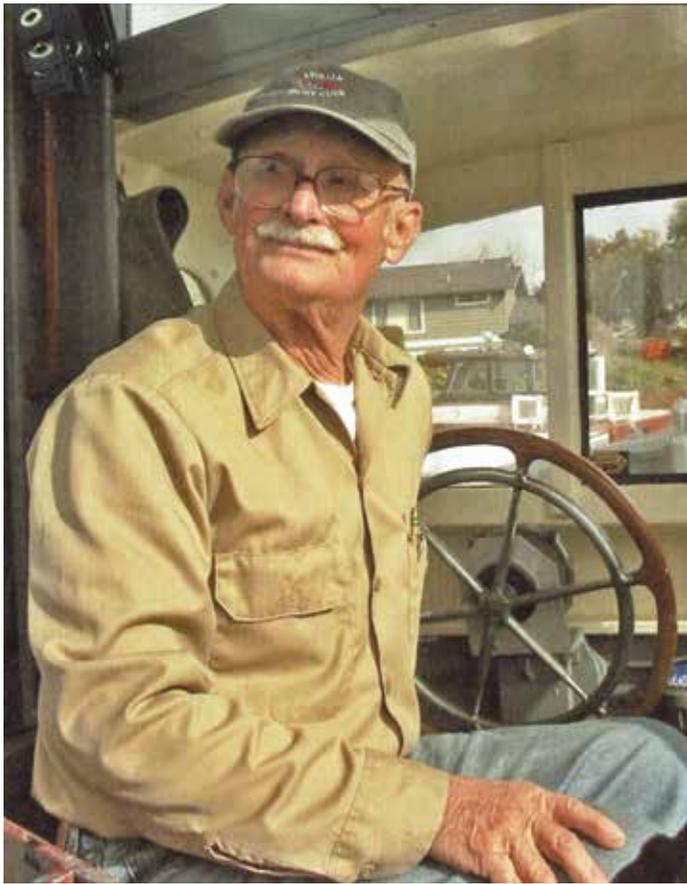
guru) was honored with the best modern interpretation of a traditional boat, his Delaware Ducker, named *Josef W*, built in 1978.

The sailing, rowing, and paddling events went off all afternoon in mixed rain and fluky winds. I found a high and dry spot on a terrace overlooking the river to watch the sailing races. With a telephoto lens, I could almost see what was happening out on the Miles River. The finish line was just below me, and everyone on the observation deck laughed and cheered as the race crew members reached out from the foredecks to gain that inch and victory... But it really didn't matter, the awards ceremony had the atmosphere of a youth soccer program with awards for every conceivable way to win a ribbon just by participating.

The boat judging is a more serious process. MASCF is the only judged event that I know where professionals and amateurs compete head to head. Being a judge is not an easy task either. The boats are numbered by order of registration and are placed on land or in the water at the whim of the boat owner—the judges have to find them. Sometimes owners and builders are nearby their boats and can answer questions, and sometimes not, which makes it not so easy. One thing for certain is that all of the judges know their stuff and are thorough and fair. The results are listed by category. TSCA members are listed in bold italics.

See page 21 for the results.





Crossing the Bar: Peter Evans

Pete was an anchor for the TSCA on the West Coast and was a member of the Sacramento Chapter. He passed away on July 17, 2016, at home with his wife Elizabeth "Cricket" and sons Geoffrey and Hugh by his side. Pete rowed the same dory for 45 years. He was past Commodore of the Aeolian Yacht Club in Alameda, CA. Pete was a long-time volunteer at the San Francisco Maritime Museum (now Historic Park) and led oar and sail adventures throughout the Bay, River and Delta for 20 years.



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Great Florida Gulf Coast Traditional Small Craft Festival

Apr. 22–23, 2017
Sarasota Sailing Squadron, Sarasota, FL
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Hope Island Messabout

Jun. 16–18, 2017
Deception Pass State Park, Oak Harbor, WA

Les Cheneaux RAID

Jun. 24–25, 2017
Great Lakes Boat Building School, Cedarville, MI

Port Aransas plyWooden Boat Festival

Oct. 20–21, 2017
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CBMM awarded \$80k Grant from Maryland Heritage Areas Authority

The Chesapeake Bay Maritime Museum recently received an \$80,000 grant from the Maryland Heritage Areas Authority program under the Maryland Historical Trust. The grant will help fund a new Small Craft Heritage Center project for CBMM, which—with full funding—is projected to begin in 2017. The construction of the Small Craft Heritage Center will assist CBMM in its ongoing mission to preserve and explore the history, environment, and people of the entire Chesapeake Bay region.

The Small Craft Heritage Center is planned to be a freestanding structure on CBMM's campus and used to preserve and house the majority of CBMM's smaller historic vessels that are currently stored in locations not accessible to CBMM members and guests. CBMM preserves the world's largest and most comprehensive collection of the region's watercraft, approximately 90 boats ranging in size from small gunning boats to the 65-foot 1920 buyboat *Winnie Estelle*. The planned Small Craft Heritage Center will be open regularly for CBMM guests, and supports an industry trend of offering more public access to museum collections. Small craft in the SCHC will be principally accessed by the public on guided tours.

“With the largest collection of Chesapeake Bay water craft, CBMM is responsible for the maintenance and physical status of these crafts,” said CBMM Chief Curator Pete Lesh. “This Center will bring more of CBMM's collections to the public while expanding our educational programming opportunities and additional exhibition space.”

“We are beyond thrilled to have this opportunity to share the majority of our Chesapeake Bay vessels with our



guests and visitors, as only 45% of our watercraft collection is currently accessible to the public,” commented CBMM President Kristen Greenaway. “The Small Craft Heritage Center will allow us to tell a more authentic and complete story of Chesapeake heritage.”

CBMM's campus includes a floating fleet of historic boats and 12 exhibition buildings, situated in a park-like waterfront setting along the Miles River and St. Michaels' harbor.

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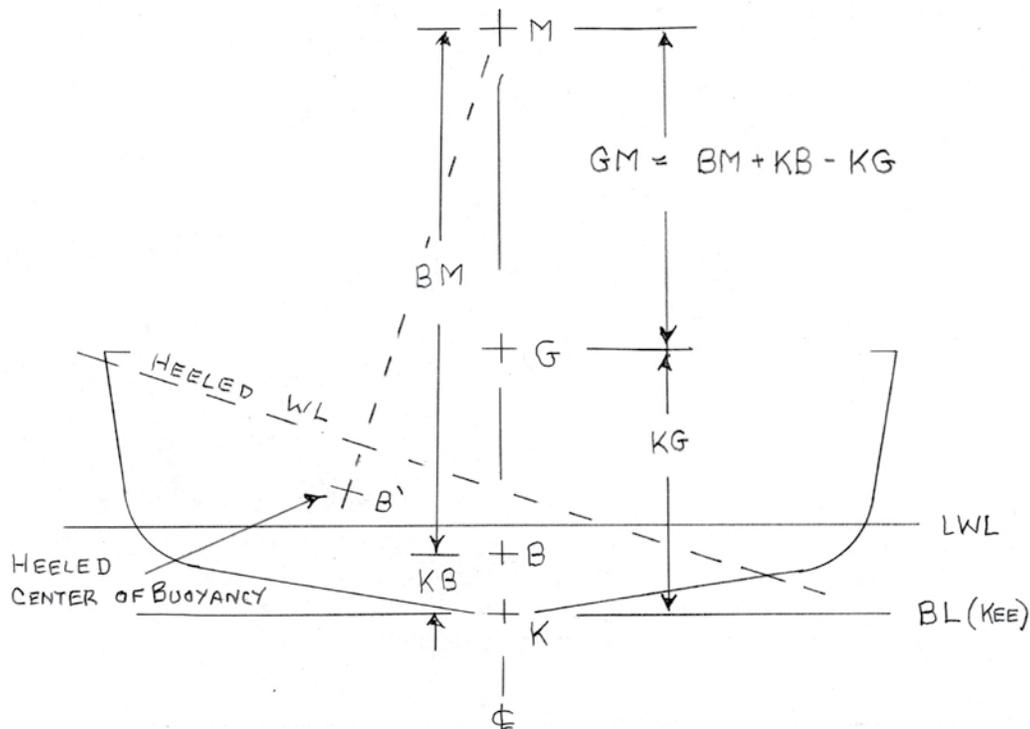
continued from page 7

the displacement above. This gives you the station number of the LCB. The location of the LCB should be aft of midships, and in a displacement boat, it is best if it is between 55% to 59% of the LWL aft of the forward end. On my example *Rosie*, the LCB is only 52% aft of station 0, so I will want to work on the lines drawing a little more to move the LCB a little further aft.

3. Pounds per inch immersion (PPI) is calculated as follows:
 - a. Sum up the half beams of the waterline at each station, again using only one half of the first and last stations.
 - b. Multiply this sum of the half beams times 2 and then by the common interval (the distance between stations) to get the area of the waterplane.
 - c. Multiply this by 64 lbs/cubic foot for salt water (62.4 lbs/cubic foot for fresh water) and divide by 12 to get the pounds per inch immersion.
4. Stability – Metacentric height (GM) is calculated as follows:
 - a. Calculate the moment of inertia (I) of the load waterline by cubing the half beam of each station.
 - b. Sum up the cube of the half beams again using only half of the value for the first and last station.
 - c. Divide this sum by 3 and multiply by 2. This is the moment of inertia of the load water line plane (I).
 - d. Calculate the vertical distance that the metacenter (M) is above the center of buoyancy (B) by dividing the moment of inertia (I) by the volume displacement which was calculated in #1 above.

- e. Estimate the height of the center of buoyancy (B) above the baseline or keel (KB) which can be assumed to be approximately one third of the draft.
 - f. Estimate the height of the center of gravity above the baseline or keel (KG), which at this point in the design process can be estimated to be at the deck level amidships or a little below.
 - g. Calculate the GM by adding the BM and KB together to get the height of the metacenter above the keel, then subtract the height of the center of gravity above the baseline (KG). The figure below shows the relationship of GM to BM and KG should be helpful in understanding their relationship. Figure #1 also shows a heeled waterline with a corresponding center of buoyancy (B') that has moved outboard. The metacenter (M) is located at the intersection of the dotted line which is perpendicular to the dotted heeled waterline that passes through the heeled center of buoyancy and the original centerline.
5. Prismatic coefficient (Cp) is calculated as follows:
 - a. Calculate the volume of a prism that has a cross sectional area equal to the largest station by multiplying this area by the length of the LWL.
 - b. Calculate the prismatic coefficient (Cp) by dividing the volume displacement by the volume of the prism calculated above.

Sken's Elements of Yacht Design is an excellent reference for those wishing to get further into this subject and is a good guide for doing these calculations. It has been published in a number of editions all of which are a valuable resource.





MASCF XXXIII Winners

Traditional Design: Contemporary Construction; Coquina Class

1 st	#9	"Ginger"	<i>Jim Arthur</i>
2 nd	#85	"Molly Malone"	Jim Drake
3 rd	#89	"Pinocchio"	Michael Herron

Traditional Design: Contemporary Construction; Melonseed Class

1 st	#6	"Keltic Ayers"	Don Kerr
-----------------	----	----------------	----------

Traditional Design: Contemporary Construction

1 st	#52	"Escape"	Alan Stewart
2 nd	#72	"Bob"	Grant Massey
3 rd	#88	"4KSB"	Tony Pettit
(Tie)	#60	"Ajaqnak"	John Kuchner

Traditional Design: Traditional Construction; Melonseed Class

1 st	#100	"Deborah McLain"	<i>Sam Johnson</i>
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Traditional Design: Traditional Construction

1 st	#101	"Rose of Sharon"	Kirk Sinclair
2 nd	#3	"Perfecto"	Scott Hershey
3 rd	#28	"Winged Dinghy"	Robert Carver

Restoration Class

1 st	#118	"Ourobores"	Greg DeCowsky
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Kit Class

1 st	#113	"Carlita"	Graham and Carla Byrnes
2 nd	#30	"Eleven"	<i>Brian Forsyth</i>
3 rd	#10	"Helen Ann"	Jim Albright

Kit Class: Builders under 18 years old

1 st	#70	"Ball Breaker"	Frank and Benji Annaliesse Cantera
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Paddling Craft

1 st	#5	"Unnamed Boat"	Eric Lundberg
2 nd	#99	"Eilat"	<i>Ted Kilsdonk</i>
3 rd	#116	"Natilie"	Harold Bernard

Paddling Craft; Honorable Mention

Dan Noble	Skin on Frame kayak, still under construction
<i>Ted Kilsdonk</i>	Skin on Frame construction with young builders



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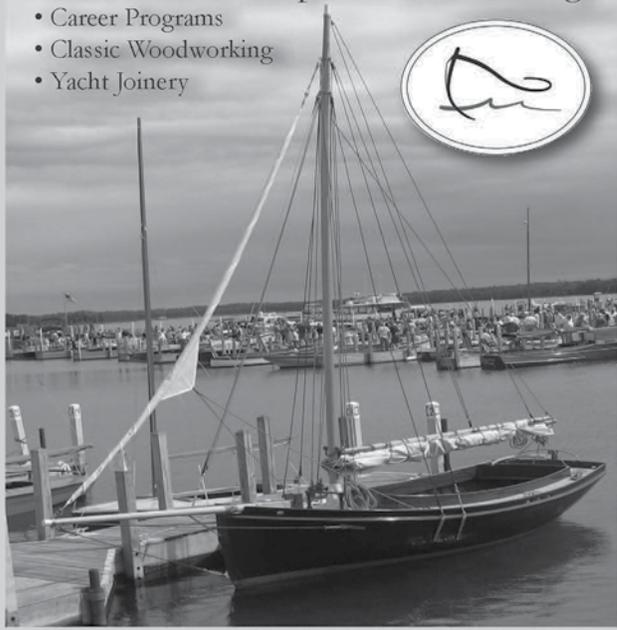

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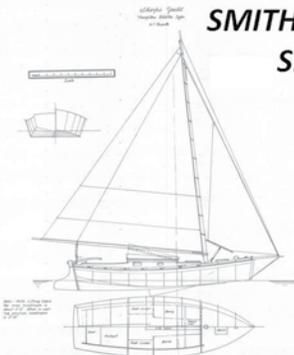
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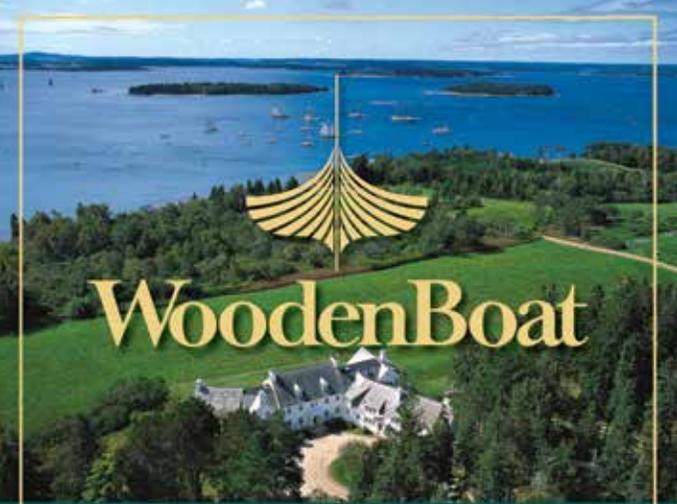
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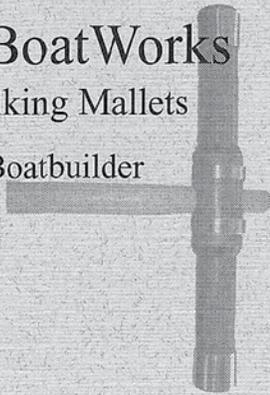


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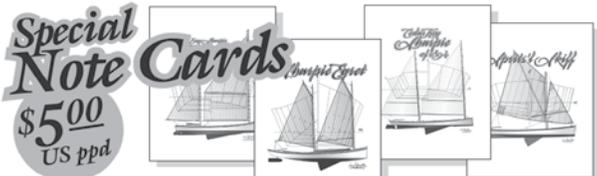
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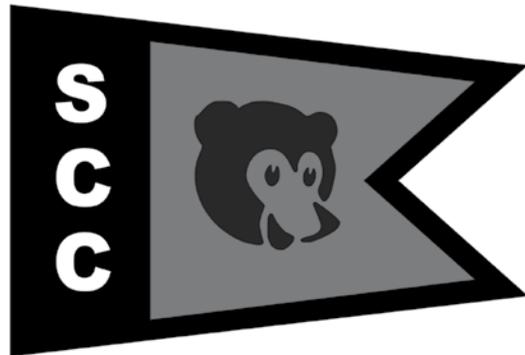
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The Ash Breeze

Spring 2017, Volume 38 Number 1

Editorial Deadline: February 15, 2017

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The editors reserve the right to refuse publication of any material deemed not to be in the best interest of the TSCA.

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6	1984	1,2,4
7–19	1985–1997	1,2,3,4
20	1998–1999	1,2,3
21	1999–2000	1,2,3,4
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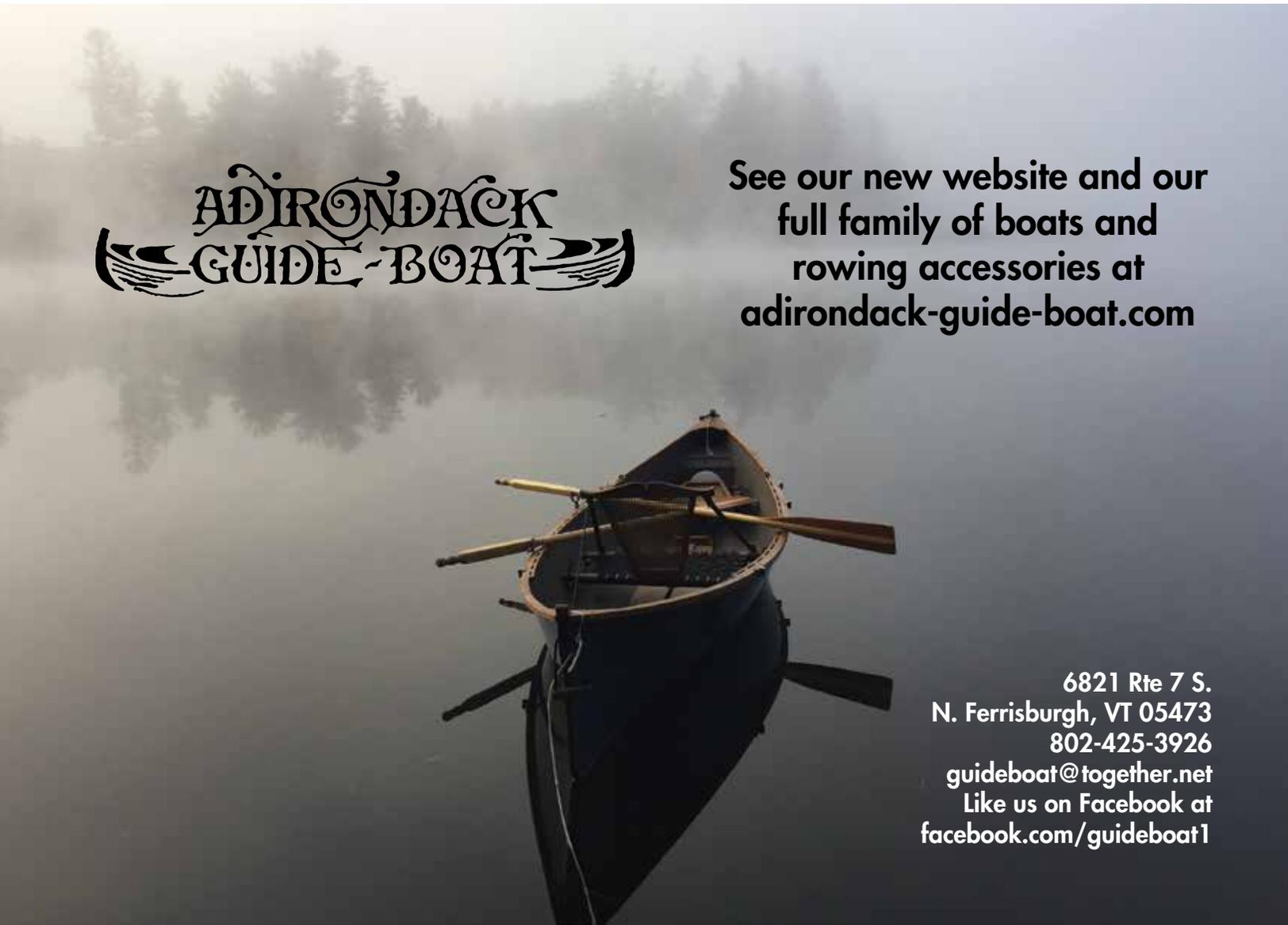


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