

Scuttlebutt

June 2017



**Australian Wooden Boat Festival
Hobart 2017**

Photograph by Terry Lance



President's Report

Jon Bell

After Mother's Day (or Mothers' Day, or Mothering Sunday, or...) early in the month and a repeat performance on both the following Sundays, life at The Boatshed has become a little less manic and I could catch up on some projects. Some month's ago I started a small job to make a polycraft tender a bit more suitable for a retired lady who has lived up the river (ie no road access) for many years but is finding the whole outboard/boating business a bit of a pain. Fitting a carpeted marine-ply floor was an interesting exercise, especially as the hull changed shape after launching. A wrap-around deck was added to improve the landing area when stepping into the boat and which also enabled a stanchion to be fitted to provide a hand-hold. The 5hp outboard was replaced with a 54lb-thrust electric motor and the fuel tank with a 55Ahr deep cycle battery, plus a bilge pump to protect the battery.

A shore-to-ship fast charging circuit and a solar trickle charger completed the sustainability and a member's kind donation of a bow fender completely made her day. A Category 4 Wooden Boat perhaps, but certainly generated a few questions for the ASWK sessions.



Our guest speaker last month was Malcolm Boyd, who made the hugely entertaining connection between Renoir's painting Luncheon of the Boating Party and wooden boat design in late nineteenth century Paris, mainly through the depiction of Gustave Caillebotte in the picture, and ended up in a modern, custom-made facility for the restoration of such boats almost next door to the Maison Fournaise which provided the location for said luncheon party. If you're planning a trip to Paris, Malcolm would be delighted to provide directions to Chatou and for you to experience the same sense of historical wonderment he managed to capture for us. Many thanks, Malcolm.

Ask Someone Who Knows was introduced by Terry Lance, long-term member and also secretary of the Steam Boat Association (copies of their magazine Steam Leaks are usually available at WBA general meetings). A long question and an equally long answer ensued, but I can't for the life of me remember what the topic was! I must have been so engrossed I forgot to take notes ...



**The Wooden Boat Association
of NSW inc.**

www.wbansw.asn.au

**Meets at the Gladesville Bowling and Sports Club,
the 2nd Tuesday of every month at 7:30 pm**



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Thanks are due to Ken Travers for organising raffle prizes, selling tickets, then screwing them up and throwing them all away apart from Nick Cassim's again

Our guest speaker at the general meeting on June 13th will be Dave Giddings with a condensed version of the Marine Diesel Maintenance Course he presents at RNSA and elsewhere. Please note this is a change from the previously advertised program so if you were planning specifically to come in July and find out how to keep your potentially best friend in tip-top condition, don't wait!).

Thanks are also due to Gladesville Sporties management for installing the door between the meeting room and the kitchen – huge improvement last month. We have also tried arranging the room differently – projector screen on different walls – feedback always welcome.

Alan Stannard updated us on the most recent meeting of the organising committee for the 2018 ANMM Classic & Wooden Boat Festival, and specifically that the museum has taken on board the benefits (and challenges) of using Cockle Bay and will deal directly with appropriate authorities and agents. This takes a significant risk away from the WBA and all we have to do is turn up with boats large and small, floating or static, and have a great weekend.

Just a reminder that the Working With Wood Show is at Olympic Park over the last June weekend – great opportunity to buy timber and tools and get free enthusiasm ("free" if you do a stint on the stand, that is ...).

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Participation in events organized by the Association may involve certain risks which include the possibility of harm or damage to vessels, equipment or persons inherently associated with the perils of the sea or weather. Such risks will require the exercise of the prior judgment of members on behalf of themselves, their guests and invitees whether to commence or continue any particular activity irrespective of information supplied by Association officers.

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Building another Rowing Skiff

by Michael Coleman

My current project is another rowing skiff, to the same design as the foam sandwich boat clad in red cedar shown at the Working with Wood show a couple of years ago. (1) This time I have gone back to all plywood construction. (2) Here's another one I also prepared earlier, in 3mm ply, to the same Ian Oughtred "McGregor" sailing canoe plans, which a long time ago I thought would make a good pulling boat, and this turned out to be the case for both



(1) This time I have gone back to all plywood construction. (2) Here's another one I also prepared earlier, in 3mm ply, to the same Ian Oughtred "McGregor" sailing canoe plans, which a long time ago I thought would make a good pulling boat, and this turned out to be the case for both

this boat shown here and the foam sandwich one which followed.

This time I wanted to give the boat a little heart shaped transom, both because they look good, and also to get a reasonable "drag" or skeg on the boat to be better suited



to rowing. On both previous builds this had been difficult to build onto the canoe stern, and I felt the "built down" deadwood (3) of another boat that I had previously built, Ken Bassett's "Liz" design, would facilitate this. The issue was to meld this to the existing design without it looking like an afterthought.

Had I been a student of C.A.D. I could perhaps have been more efficient, but I.T. makes my brain hurt, so I cut out transoms from cardboard till I got close, (4) then made one in MDF that was pretty good when the moulds were lined out to it with battens. Had Ken Barrows, our Hal Harpur award winner, been in this situation, I am sure he would have not only written his own programme for a C.A.D. modification to the lines, but probably built his own computer on which to run it, possibly in naval bronze.



Comparisons with Ken's boat reveal the very different thinking behind the two boats. My skiff should weigh about 25 to 30 kg, while Ken's boat is approx. 90 kg. Ken's boat is of quite traditional construction with a stout backbone com-

prising a keel and three piece stem, into which the planking is rebated; a good thick transom, and 9mm solid timber clinker planking fastened with nails and roves. My boat is 3mm ply glued to an internal keel that is no more than a full length batten (40 x 15 mm) (5) which serves largely as a member onto which to glue the planking; there is a stem made from a blocked out ply former (6) and a 9mm ply transom with some blocking which gives the planking a larger landing. There's a striking contrast between Ken's stern knee and mine (7) which really serves only to hold the internal keel to the transom till the planking is glued on. (Note that rough finish will be hidden under the aft buoyancy tank.) The strength of the boat comes from its stiff, glued up, monocoque or "eggshell" like nature, where the whole is greater than the sum of its individual parts. There are no fastenings at all, the whole relying on the strength of epoxy glue in the planking.

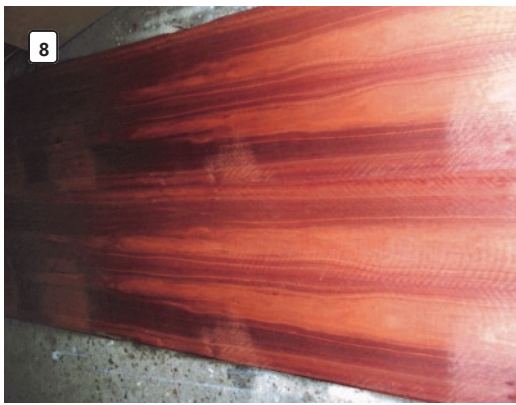
Having found on my last boat that I could get veneers of my choice glued to ply sheets, I chose a Jarrah veneer, described as "quarter sawn and figured" by Briggs Veneer, and had it glued on by Specialty Veneer Panels, giving me 3.6mm ply. (8) This will be varnished on the inside of the skiff. As the log, (numbered 924217, a nice touch) had been quarter sawn, I assume



the veneers were sliced. S.V.P. "bookmatched" the veneers which looked terrific on delivery, but lose this look when they are cut into planking widths. This will be matched with Silver Ash trim; paradoxically the lightweight skiff will look as if made from Australian

hardwoods.

(9) I glued the garboard plank to the inner keel just before a long period of hot wet weather set in, and found, as it was inadequately sealed, that it warped. I bet this does not happen when building a 45' schooner. (10) Subsequent planking was better behaved, though still a bit difficult. All clinker construction, traditional or otherwise, relies on the planking forming a fair curve as it bends around its moulds, and a long time ago Ian Smith of Woodcraft Boats, advised me against using 3mm ply as it doesn't do this so well; however I was never one to heed good advice and set off on my own. While the 3mm planking will lie fair where it has a compound



twist, it can woof a bit between moulds, particularly on the scarf joint which makes a stiff flat spot, and all this needs fairing. While the fairing looks extensive, it is not more than 1mm deep. Clearly I will paint the outside of the boat.

At the time of writing, the skiff is nearly planked up, with the two sheer planks left to put

on. The external gunwhale will then be glued on to stiffen it all up, then I'll take it off the jig and see what the veneered ply really looks like when made into a boat. After that, it's "only the fitting out left to go".



Raffle Prize Winners

Terry Lance and once again, Nick Cassim. Raffle drawn by our Treasurer and guest speaker for the evening, Malcolm Boyd.



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Down the Murray to the SA WB Festival in April 2017

by Steve and Lynne Brompton

Lynne and I took the P.S. Marion down the Murray from her homeport Mannum for 3 days, ending at Goolwa for the South Australian Wooden Boat Festival in April 2017.



P.S. Marion

The festival was full of fun, with a magnificent display of timber boats – paddle wheelers, putt-putts, some steamers, sailing boats, speed boats, St Ayles skiffs, pond yachts, canoes, kayaks, dinghies and more. The perfect weather saw the crowds wandering amongst the displays, going on board, sometimes for a ride on the river, enjoying the entertainment, catching the steam trains, full size or models, or just watching the water parades and races.



P.S. Marion (1897) and the Mayflower resting overnight on the Murray



Bincleaves, ex-RAN torpedo rescue boat from Pittwater, NSW.



'C'est la Vie' (1910) heading for Goolwa



Lotus built in 1910 for the Robertson family of Chowilla Station. Recently restored by Armfield Slipway, Goolwa





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THE CAIRNS REPORT

from Chris & Gilli Dicker

Yes folks this is the Cairns report, far north Queensland. I begin this report from Townsville, which is in *north* Queensland and where I am doing a job. One is in FNQ until you drive or sail south of Ingham, then you are just in NQ. This was most important to the chap who told me the story and who implied that those south of the line were somehow different. I mean the further you go the further you are and if you were born and bred even further again you deserve to be recognised and respected. I feel sorry for those people that were born not far from anywhere at all. The banter between our states and territories is kept alive and well usually by people that don't get out much!



The road trip from Cairns to Townsville was an experience. I could not understand why there were so many irate drivers behind me as I was doing at least 8 or 9 knots off some of the hills. They were possibly jet ski owners. There had been an unusual amount of rain in *north* Queensland so there was an obscene greenery about everything, even the cows were green. The sugar cane is flourishing and in most areas had speared, which means it has thrown its seed stalk out the top of the stem so wont grow any more. Well that is what someone told me. Anyway; green, green, green. Colours are a feast to our soul, it is one of the things that fills us up.

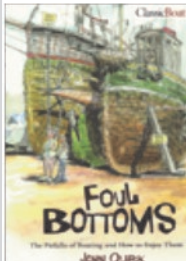
I was very happy to read Rob Hardy's report on the Toronto festival. *Westwind* has been to 5 of them and has always experienced an intimacy and atmosphere that is often missing at bigger festivals. The shallow water scared us off this year and the need to get back to Cairns. Good on you Toronto, we are sorry we missed it.

Meantime back in FNQ we are coming into a nice time of the year, where the temperatures rarely get over 28 degrees and rarely under 20. The south east trade wind is still dependable and often quite strong (25-30 kts) but the sea is rarely above 1.5 metres inside the reef so you can tear along. If you chose to make a passage against this force for any distance then you are not in harmony.

Very few of us are.

Happy sailing, motoring, building..... harmonizing.

Based on a series of highly popular articles written for *Classic Boat Magazine*, this witty collection recalls some of the incidents the author has survived in over half a century of messing about in boats.



Most sailors will find something to relate to in these escapades from around the world and they will bring a wry smile to any boaters lips. The author's wonderfully witty cartoons help bring these anecdotes to life. All these stories are true so WBA member Alan Williams writes under a pen name so that his architectural clients do not think they are entrusting their work to a seagoing Mr Bean. Copies are available from Boat Books in Crows Nest at \$24.95 or less on Amazon. WBA members can get copies from Alan at meetings for \$ 20.



WBA gets a cover for our lifebuoy

Originally restored by Alan Stannard, the WBA lifebuoy is brought to every meeting and appears in many photos. Transporting it may cause some degradation, so Dennis McGoogan kindly made and donated a protective cover.

Dennis presented at our monthly meeting in February 2012 on the Evolution & Club Racing of the 1 & 2 Footers.



FOR SALE

Thara – 1948 Alan Payne Classic sloop
34' LOA 8' Beam 6' draught



Lovingly restored in racing condition.

Nanni 3 cylinder diesel

Good sail inventory

New sheathed deck 2016 plus skylight fitted

Raced with SASC in Div 1 – good record

reduced to **\$39,000**

Rob Landis

0414 741 725



BUY SWAP and SELL

WBA members may place a non-commercial ad free of charge if the member's name and phone no. appear. Non-members are charged \$20 for a text ad (maximum 25 words). \$30 with a picture. Ads will run for two issues, member's ads longer if you ask for an extension. Submissions close on the 21st of each month. NOTE: Items for free, No Charge. Contact the Editor, see page 2 for details.

FOR SALE

This 1950s vintage, delightfully restored (2002-2010), 28 foot carvel, full keel, gaff rigged vessel *Crackerjack* featured in *Scuttlebutt*. Designed by Bailey. Tan sails, Nanni 28hp shaft drive. Rebuilt



using keel section as base with spotted gum, new fasteners and stringers. New mast, rigging and



sails, solar panel, three batteries. Marine cork deck, interior varnished Oregon, anchor winch, enclosed shower, hot water, electric toilet, fridge, chart plotter and lots more. Moored Pittwater. Reluctant sale, **\$15,000** ONO. Any inspection welcome. Contact Tim Barlass 0407 763 467

FOR SALE

RF111 red buoy - \$15 Wavebar Flexible Noise Barrier - Sheeting (heavy). 1m wide by 4m long approx - **Free**



Peter Widders 0481 583 794

WANTED

Pushpit and Pulpit for Nordic Folkboat
If you have one gathering dust for sale *in good nick* at a reasonable price to suit a Nordic Folkboat then please ring Cleveland (Dee Why) on 0413 930 002

FOR SALE

5.4 m Aleutisque Kayak designed by Nick Schade. \$2250 ono.



Contact: Rick Symons 0418 418 028

FOR SALE

Free Spirit Australian Registered Vessel 35585
\$70,000 neg.



A classic 35ft Cutter Rigged Sloop lying on a RANSA mooring in Rushcutters Bay Sydney.

Free Spirit is a custom built Tasmanian timber yacht launched in 1969 and her owners have lovingly cared for her for 19 years.

Length 35 ft. (10.66m) Beam 3.04m Draft 2m Full length keel. Tiller steering.

Carvel planked and splined with King Billy Pine. Dynel Sheathed timber deck with Treadmaster non skid pads all over.

Sails Doyle Mainsail (2 reefing points) furling headsail on a Furlex system.

Inner Forestay for self-tacking cutter sails (one large one small sail)

Other sails include: Trysail (separate track on mast) Loose footed Mistress Headsail.

Boom has a full mainsail held up with jack lines including built in sun awnings.

Winches: 1 each side of mast: 1 on the boom: 4 in the cockpit self-tailing.

Anchor Muir HR2500 Cheetah electric 12v power winch.

Volvo 4 cyl. Diesel 45 hp. Fuel capacity 160 L.

In 2003 she was sailed to Hobart for the Wooden Boat Festival and has sailed frequently from Sydney harbour to Pittwater and beyond.

For further info. Please contact David Marshall 0408 256 132 dmarshall73@bigpond.com

FOR SALE

Brand new, strip planked with Huon Pine , sailing dinghy. New Rolly Tasker sail, oars, 2 watertight lockers, etc etc.
Price: \$3600.

For more info phone: John Wagemans, 0415 031 064. See pics also in other parts of *Scuttlebutt* as well as here.



FOR SALE

Scruffie Stornaway Weekender *Fait Accompli* an 18 ft Yawl Designed by Derek Ellard completed January 2017



LOA 21', Beam 6' 6", Draught 1' 6", Ballast 96Kg in skeg keel (no centre plate housing), a large cockpit and no boom make for a very comfortable boat.

Timber construction with all components coated in epoxy. Professionally painted hull over fibreglass sheathing. Silky oak trim, with brightwork finished with marine varnish. Douglas Fir mast and Spars.

Full set of tan sails (main, mizzen, genoa & jib), all new s/s rigging, sheets and Ronstan fittings. Imported Italian Ports.

Complete with a 2hp 24V electric motor, 2no.100Amp hour batteries and 24V charger, boat cover and custom built Felk Road Trailer.

The boat was constructed from a kit supplied by the designer and is stored under cover. Building was commenced in December 2008 and completed in January 2017 as a project, in between overseas trips for personal reasons. The owner is leaving Australia to live in the UK in July and would like the vessel to go to an appreciative home. Asking price is **\$22,000** ONO - well below the combined current cost of the hull & mast/sail pack , motor, batteries and trailer. Contact:- Richard Lack on 02 49 433 783, Mobile 0411 133 783, or email dicklack@icloud.com

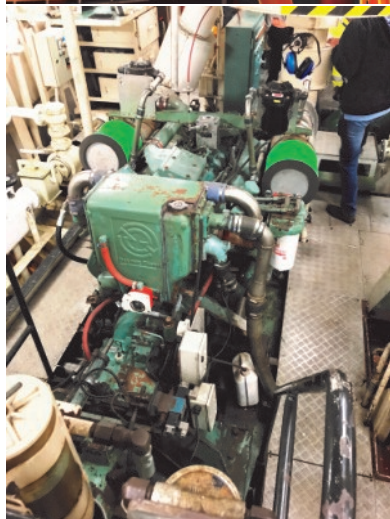
A Trip out on a Harbour Fire-Fighting Tug

by the Editor

On Saturday 27th May, I was invited out on the Port Authority Fire-Fighting tug, *Shirley Smith*.



The main jet can project water up to 90 metres high.



engines.

Electrical power by two diesel gen sets

One diesel powered water pump

Various electrical pumps.



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A Jacket.....\$75

B WBA Cap\$15

C Vest.....\$50

D AWB book.....\$20

E Polo (black s/s)\$30

F Polo (white l/s).....\$38

G Stubby holder.....\$12

H Burgee (sm/lg) ...\$20/\$25



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— — ON THE HORIZON — —

THIS YEAR 2017

June 13th

June 19th

June 23rd/25th

July 11th

July 17th

August 8th

August 14th

September 12th

September 30th

October 10th

October 13th

October 16th

November 10th - 12th

November 14th

November 20th

November 26th

WBA Meeting, Gladesville Bowling & Sports Club, Dave Giddings, Diesel Engines Committee Meeting

Working with Wood Show - Homebush

WBA Meeting, Gladesville Bowling & Sports Club, TBA

Committee Meeting

WBA Meeting, Gladesville. Guest speaker, Pyrmont Heritage Boating Club

Committee Meeting

WBA Meeting, Gladesville

Hal Harpur Award - nominations close

WBA Meeting, Ian Smith, the Open Boat

Drummoyne Sailing Club, Cock-A-Hoop Regatta

Committee Meeting

Jervis Bay Maritime Museum, Classic-Wooden-Model Boat Festival. Contact: Stan Brown 0438 952 136

WBA Meeting

Committee Meeting

Quarantine Reserve + Wood Workers Association.