



# SCUTTLEBUTT

NOVEMBER 2022



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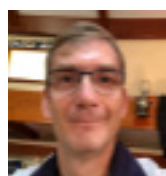
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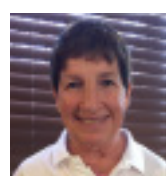
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Member  
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9971 0088



Member  
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non-committee position  
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Greg Widders  
0435 033 278

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Printed by Power Colour Pty Ltd, 106 Grose Street, Parramatta NSW 2150

A.B.N. 58 066 215 021.

# PRESIDENT'S REPORT

## November 2022

Another year is disappearing at a rate of knots - with the number of things on the "To Do" list seeming to be never-ending.

### November Annual General Meeting

The Associations AGM will be held on Tuesday, 8 November 2022. At this meeting, all Committee positions are declared vacant.

At the October Committee Meeting, I thanked the outgoing Committee for their work and dedication to the WBA 'cause'.

The Association is in a strong position thanks to the ongoing work of the Committee and the support of Members. Scuttlebutt continues to be a vibrant celebration of Wooden Boats, with a mix of new projects, history of interest and relevance and musings and offerings from a number of regular Contributors.

### Contributors' Draw

A **Contributors' Draw** has been instituted by the Committee and will be held 4 times per year. Each Contributor to Scuttlebutt will have their name placed in a Draw: 1 entry per article.

**The first Contributors' Draw has been won by Julie Lowes.** Julie will receive a \$50 voucher towards item/s of their choice, including WBA merchandise, Suppliers' Products etc.

The next Draw will be held at the December General Meeting for Contributions to Scuttlebutt in October, November and December.

### Bantry Bay 2023

The Committee has discussed a number of options for the annual Bantry Bay event at the October Committee meeting. The initials date of Saturday, 18 February 2023, was discarded when it was pointed out that the Sail GP event on the Harbour on that weekend would make passage to Bantry Bay problematic for those starting west of Bradley's Head.

**Saturday, 25 February 2023** was selected as the date for the event. BBQ Office, Peter Mathews, has advised that he will have his BBQ and gazebo onshore for the Saturday lunch event. Discussions are also continuing to see if a Sydney Heritage Fleet ferry can be available for the event: more on this planning at a later date.

### Events-A-Plenty

**Gaffers' Day on Saturday 16 October** was held in excellent weather with a very diverse collection of Gaffers and other Classics. Thanks to our Contributors for the spread in this issue of Scuttlebutt.

**Davistown Putt Putt Regatta : 28 – 30 October 2022.**

**RMYC Timber Boats Festival on 5 and 6 November** will be held while this issue is on its way to Members. The WBA will have a stand at the Festival once again.

**Narooma Boats Afloat will be held from 11 to 13**

**November.** A number of WBA Members are planning to attend the event.

**Australian Wooden Boat Festival- Hobart: 10 – 13 February 2023.**

**Please share you photos and experiences with us: Editor@wbansw.asn.au**

**Peter Widders**



RMYC Timber Boat Festival 2022

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# CLINKER BOAT BUILDING

By Neil Henderson

This paper has just one purpose - try to help others build glued clinker hulls by telling some of the snippets I have learnt.

Are you thinking of building a glued clinker hull boat? If you are then this article has been written to see if I can provide you with one or two tips/hints that may help you build a safe & attractive boat.

So far I have built 3 glued clinker boats so am definitely not an expert though all 3 do float and mainly behave themselves well enough that I am happy with them. The 3 are:

- a) Top of page: A David Payne Snapper boat (17' motor launch)
- b) Bottom Left: An Iain Oughtred Gannet (14' 5" planing sailing Dinghy)
- c) Bottom Right: An Iain Oughtred Caledonia Yawl (19' 6" double ender yawl)

I built the Snapper boat as my second build (first was a Hartley TS16) and found the challenge of building a clinker hull very difficult, there were several occasions where I almost started the chainsaw and turned her into kindling! But through persistence (my wife might call this stubbornness) and a lot of help from books, videos and most of all kind friends I managed to work my way through the difficulties. I look back at the planks on her now and cringe - my quality standards have improved and I would never accept the planks I put on Bella. But then most of us learn as we go through the journey of boat building and most of us do improve our skills as we go - so I think to some extent we need to pass this knowledge on.



*Lets start with some hints/tips:-*

## **1. Mark the laps on the mould frames with biro - it will be covered by packing tape**

I buy plans which have full size plans for the moulds (with lap marks) and stems mainly because I am not yet able to loft a boat design, nor am I able to layout the laps on a clinker hull from scratch. So I rely on the designer to provide me with this information on their printed plans - both Oughtred and Payne do this.

I make my moulds out of 19mm planks of pine bought from a local hardware store and I both dowel and glue the pieces of pine together (usually 4 pieces in a mould) so that there is no possibility of movement in the mould. I mark out and cut the mould from the full size mould plans and when I do this I mark both the upper and lower marks on the laps on the moulds. When those moulds



have been assembled, mounted on the strongback and bevelled to the line of the planks I then go back and mark each lap line on the mould with a Biro pen. I cover the moulds with thin pale brown packing sticky tape (on top of the markings) to stop the planks being glued to the moulds and have found that seeing the lap line can become extremely difficult under the stick tape unless it is distinctly marked.

## 2. Use a plank bevel to get the rolling bevel right



This extremely simple gadget is easily made from two strips of planking stock ply cut to about 300mm long and 25mm wide, and then glued on top of each other with about a 150mm overlap

The plank bevel is used to guide your planing of the rolling bevel.

First run a batten along the lapline for the bottom edge of your next plank, this batten needs to be well clamped or tacked to the mould frames so that it accurately reflect the next lap line and will not move when you are planing the rolling bevel.

Then lay your plank bevel across the gap between the batten you have just laid and the edge of the most recent existing plank on the hull. The plank bevel in this position will lie on the same line as the new plank you are working on and will therefore show you the bevel that needs to be planed on the edge of the existing plank so that the new plank will lie on a fair line and the lap will glue well by maximising the amount of glued timber. A 25mm lap should be gluing a 25mm wide strip of the existing plank to 25mm on the new plank being added - less than 25mm will give unfair lines and weak lap joints - best avoided !!

## 3. Plane the gains with a rebate plane before gluing

There are several ways of planing and fitting gains - I only use one of them which involves planing 50% out of the new plank and 50% out of the existing plank to give me a gain which is flush at the ends of the planks (both ends on a double ender obviously). I work by planing gains using a Stanley 78 plane with guide fence on both the upper and lower edges of the planks (garboard and shear planks excepted) before gluing the planks on the boat - so I don't do any cutting/planing of gains of planks that are glued on the boat, though sometimes I will plane a rolling bevel into the gain to get a closer fit at the stem(s). I use a rebate plane because it is one of the few planes which has a blade which runs right to the edge of the plane.

I clamp the plank on the workbench on top of an approx 25mm plank of pine, the plank stops the rebate plane guide rubbing on the workbench. Then I mark out the gain on the plank. Set the guide in the rebate plane on the required side of the plane and to the width of my gain. Then start planing towards the end of the plank but also start about 50mm away from the end of the plank so that I am planing away the greatest thickness first and then work backwards towards the beginning of the gain where its depth diminishes to zero. Use the layers in the ply to help guide how far you still have to plane and whether you are planing horizontally or at a light angle. Check regularly because it's a lot easier to correct deviation early than later. On a double-ender you will be planing 4 gains per plank so you will get lots of



practice. It's not easy to begin with but does become really easy after you've done a few. Don't let your rebate plane blade get blunt, keep it sharp, really sharp so that you could plane your fingerprints off - that's sharp!

## 4. Round the sides of the keelson before laying on moulds

There are plenty of variations of words used to describe parts of clinker boats. By keelson I am referring to the long piece of timber that lies along the centreline of the mould frames and is glued to the transom and stem before the garboard is laid. The edge of this plank and not so easily access after the hull is flipped upright and the interior work starts. So it's a lot easier to clamp the keelson onto the workbench and run the router roundover bit along the edge of the keelson now before laying in on the mould frames. I recommend doing this roundover after you have marked the centreline along the keelson and have cut any fore & aft taper.

## 5. Remove excess glue, incl inside hull - use scrap scrapers, 3mm mdf

I use Wests epoxy glue - great strong stuff and it fills any gaps beautifully but it's difficult to remove when fully cured. So after you have that latest plank glued on and are standing back admiring your magnificent workmanship take time to remove excess glue and at the same time ensure that the glue is evenly applied and filling all the gaps - run a thumb along the edge where the new plank meets the hull to give a small rounded fillet along that edge if you can. Then climb under the hull and scrape out the excess glue - I use small rectangular pieces of 3mm mdf to do this - it gives a clean surface on the plank and they can go in the bin afterwards.

## 6. Paint unthickened on hull lap, apply thickened to lap plank using ziplock bag

When I am gluing a plank onto the hull I spend a lot of time beforehand dry fitting the plank and verifying that I have fair lines and no edge setting - finding out any of these issues when glue is on the plank is torture and best avoided, though I did once apply glue to the wrong side of the plank and had to scrape it off, flip the plank and apply to the other side - ask my Labrador she will tell you about some of the open & frank discussions we had about that one! I do use slowsetting hardener to try and maximise the time I have to adjust and cleanup.

So when I am gluing the plank, I :-

a) make sure that I have good marks showing the easy alignment of the plank with the existing planks, small nails in the mould frames at the next (down) lap so that I have something to rest this new plank on when I lay it on the mould frames, lots of clamps and wedges ready to go distributed along the hull, unthickened epoxy with a ziplock bag, scissors, filler powder, stirrer, paintbrush.

b) I then paint unthickened epoxy (I mix 200ml of resin with 40ml of hardener for my CY planks but this will depend on the

boat) along the lapline on the boat, making sure to include the stem(s) where the plank will land

c) thicken the epoxy by mixing in Adhesive Filler (I use Wests 413 product) till it has the consistency of Gelato - not too thick, not too thin. It needs to be easily spread but also fill gaps without running out so achieving this consistency can be a bit tricky but then you have lots of planks to practice on.

d) Cut the zip off the ziplock bag, decant the mix into the bag, push the mix to a corner with a small piece of scrap timber, then cut the corner off so that you are left with a 2-3mm hole in the corner. Then run a wide tube of thickened epoxy along the lapline of the plank that you have sitting on saw horses.

e) Spread the glue along the lap line using the paintbrush that you've kept from painting on the unthickened epoxy. Make rally sure the glue covers the lap from side to side, end to end and is a consistent thickness all the way. This is where the viscosity of the epoxy that you mixed in step c) becomes important - if it is too thick to brush just use a scrap piece of ply to spread it.

f) Lift the plank carefully (good idea to practice this during dry fitting) and lay it on the hull and resting on the small nails applied in step a). Clamp the plank to the hull starting at the middle and working towards the bow and transom a mould frame at a time. I use the wedge clamps and prefer 2 clamps between each pair of mould frames. Don't force the plank, if it is not lying easily then undo the clamps and restart because edge setting just gets worse and worse the further you move from the middle and by the time you get to the bow or transom the forces will be considerable with accompanying gaps between planks.

I use standard clamps at the stem(s) and use plastic covered scraps of rectangular ply under the clamps to make sure that I get fair clamping lines.

g) Use your thumb or forefinger in the plastic glove to get a small fillet along the lap line where the new plank meets the hull.

h) Remove all unnecessary glue - it's a lot easier now rather than later

g) Pull up a chair and admire

### **7. Scarph planks - electric plane 90%, hand plane 10% - check using metal edge (ruler)**

I use ply which is 2500mm long so need to scarph the ply to get planks (for the CY) which will be 6.5 metres long - these planks need 2 scarphs per plank so with 7 planks preside you get plenty of practice building a CY. I found scarphing very difficult when I started off on my 1st glued clinker boat and it bears some serious scarphing scars though they are more rough than risky. I cut the scarphs using planes and cut 90% of the scarph with an electric plane which is lying parallel to the length of the plank - so not across the plank. I then cut the remaining 10% using a Stanley #4 plane which I sharpen regularly. I also frequently check the scarph for depth and straightness using a short metal ruler edge, or you can use the side of the plane. The process of checking the scarph requires laying the ruler (on its edge) across the plank and running that straight metal edge down the scarph from 100% thickness to 0% thickness to see if you have any valleys or hills, then turn the ruler 90 degrees so that it is lying up and down the scarph and again run it the length of the scarph looking again for hills and valleys. Plane out the hills and valleys and recheck - repeat until the scarph will meet the other scarph and be a happy, straight joint. If planing out the hills & valleys creates crevasses ditch the plank & start again. Or you can cut the bad scarph off the end of the plank and scarph in a filler piece which will give even more scarphing practice! In my earlier scarphs I did not do this checking rigorously with resulting highs and lows in the scarph and hence a bumpy joint - not very nice. I clamp the glued scarph between 2 pieces of 19mm timber each of which is encased in builders black plastic - Wests epoxy does not stick to this surface. Inevitably glue is squeezed out of the scarph and collects in lumps - I now sand this off and sand the scarph flat with a belt sander. Take care with the belt sander as it can dig into the ply easily.....

### **8. Scarph glue - pull edge back approx 1.5-2 mm**

When clamping the glued scarph joint pull the scarph open by

6

about 1.5-2mm - make sure that this pullback is consistent along the length of the scarph. This pullback allows the glue to fill the scarph and not be fully squeezed out and potentially dry the joint - it also allows for potential imperfections in the surfaces inside the scarph joint.

### **9. Clamps - use wooden V clamps**

When you are gluing a 6.5 metre long plank onto the boat and then doing cleanup inside and outside the hull before the glue sets, time is of the essence. So I use very simple clamps made from one piece of 12mm ply which has a straight sided slot of 20mm cut into it where the slot depth is greater than the widest plank to be glued on the hull (apart from garboard where these clamps do not help). I then have a set of wedges which can be jammed into the slot after it has been slid onto the plank being glued. The clamps are described in Iain Oughtred's book "Clinker Plywood Boatbuilding Manual".

### **10. Make templates - I use 4mm brace ply**

There are several ways of ensuring that the planks cut from the expensive planking ply stock do fit the mould frames - the technique I have chosen is to make one template plank for each plank and then cut 2 planks from the 1 template. I make the template from 4mm brace ply which is ghastly stuff but also nice and cheap so if the template refuses to cooperate it can be consigned to the uncooperative plank bin and a new more friendly template started - yes I have done this twice. I scarph the template using a simple butt block of ply glued on the outside of the template. I clamp the starter template to the mould frames and the stem/transom, then mark the upper lap by running a pencil along the edge of the existing



plank inside the hull. Also transfer the lap marks for the bottom of the plank off the lap marks on the mould frames, and don't forget to transfer the marks off the stem/transom. Then join all these marks using your long batten (not forgetting to move the upper mark out by the width of your lap. Cut the template out, and plane the template edges to give fair lines. Lay the template on the hull starting from mid-way, tune till it fits. By the way does anyone know what they use when they make this brace ply? I'm suspicious it has nitric acid or similar in it because a splinter made from brace ply really, really hurts!

### **11. Cut and plane 2 planks screwed together**

You need the port and starboard planks to be exactly the same - no-one will notice if the port and starboard planks carry the same mistake - it is when they differ that people will notice.

So, put screws through the 2 lengths of scarphed planking stock so that the planking stock cannot move independently of each other, it doesn't need to be a lot of screws, I use 4



sources of wisdom for the building of glued clinker hulls has been:-

a) Videos of building a Caledonia Yawl made by Geoff Kerr and viewable on the Off Center Harbor website. I find Geoff's videos invaluable.

b) Clinker Plywood Boatbuilding Manual by Iain Oughtred

c) How to Build Glued-Lapstrake Wooden Boats by John Brooks and Ruth Ann Hill

d) Building Small Boats by Greg Rossel



screws in the CY planks and the screws were in the overlap area at either end of the planks so I had no holes to fill up later. In fact I keep the screws in after I have cut the planks and when I am fairing their edges using a plane, so I only separate when I am ready to dry fit the 'finished' plank. I clamp the template on top of the 2 lengths of planking stock, mark out and then cut.

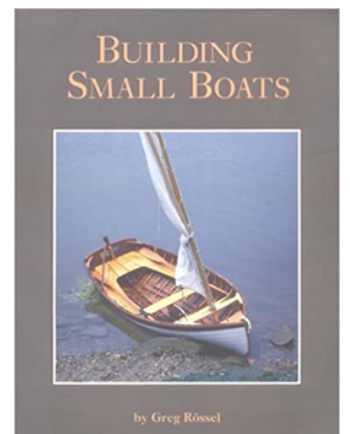
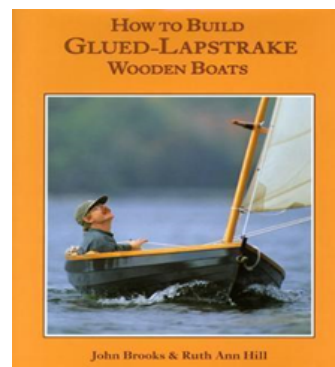
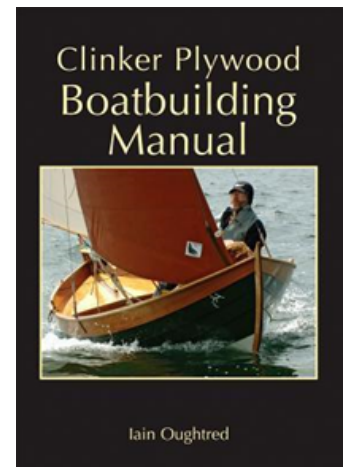


## 12. Plane edge of planks before fitting

The edges of clinker planks are probably the one key part to get right when building one of these boats mainly because they are so exposed to the critics eye and they sweep in a symbiotic manner from stem to stem/transom - so both individual planks and their relationship with their neighbour planks needs to be pleasing to the eye. This involves a lot of viewing planks along the length

of the plank and stepping back and viewing from a distance before all the bumps, valleys and wobbles can be planed out. So far I have found a Stanley #4 to be my preferred plane for this job - and use it at an angle to get into the concave shape of the upper plank edge (upper edge assuming building hull upside down).

A lot of what I have learnt over the last few years has come from others with years of boat building experience, my preferred



# GENERAL MEETINGS



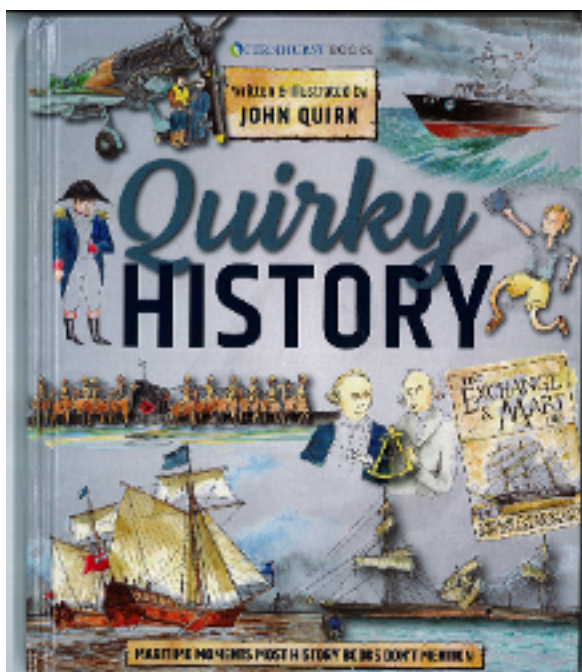
**WBA Christmas Dinner and 2022 Hal Harpur Award ....from 6pm on Tuesday, 13 December.**

## QUIRKY HISTORY

Alan Williams hides behind his John Quirk pen name because his earlier book, *Foul Bottoms*, contained so many of his boating stuff ups he didn't want his architectural clients to think they were entrusting their projects to a sea going Mr. Bean.

In this one, he takes a look at some nautical incidents from history that may surprise and amuse. Based on articles in *Afloat*, they have been edited for book format and new illustrations added. There are 25 stories within its 128 pages. A UK reviewer was kind enough to recommend it as a perfect Christmas present, but allow yourself time to read it first.

It is hardcover and available on Amazon Australia from early December and the official launch will be at the Patonga Literary and Arts Centre (Just kidding, it's the village hall) on the afternoon of Sunday December 4th (from 3 pm). The list price is \$ 49.50 but members can get their copy with the author's discount at \$33 by contacting Alan directly on 0410 648 438 or [alan.architect12@gmail](mailto:alan.architect12@gmail)



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# Sydney Gaffers day

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# THE AMERICA'S CUP PART 3 - THE RISE OF THE J CLASS

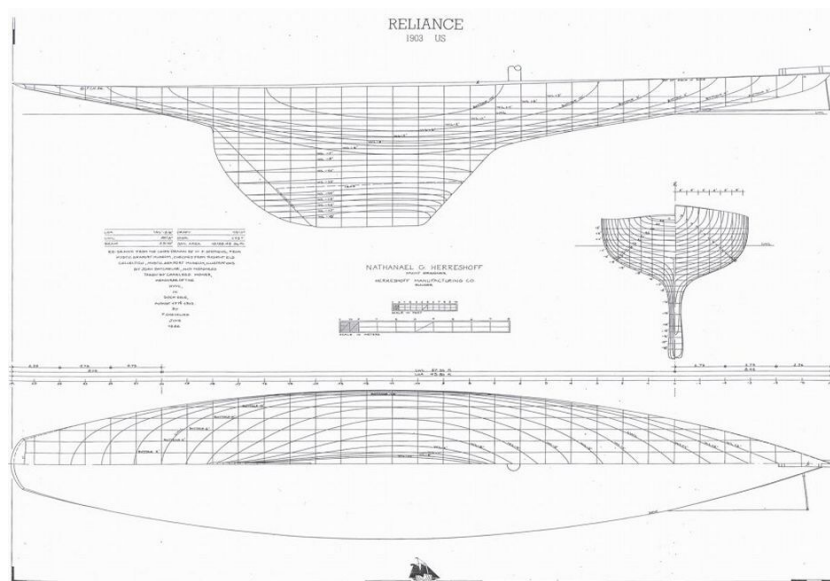
By Denis Songeon

After the 1851 One Hundred Sovereign Cup, the yacht America was sold in England and had a long and adventurous career in the UK, the Mediterranean, the West Indies and back home. In Savannah during the American Civil War, she was fitted with a cannon to work as a blockade runner for the Confederacy. As for her original contest in Cowes, it's only in 1857 that the New York Yacht Club decided to turn it into a permanent challenge. The prize was the silver commemorative cup that is still in use today, commissioned in London by the Royal Yacht Squadron for the Americans. Incidentally it is doubly not a cup - first having an ewer shape, and secondly not being a container (having no bottom). The NYYC thus created and published internationally what is still known as the "original deed of gift". This open challenge to any yacht club in the world contains the famous clause that makes it so unique:

"It is to be distinctly understood that the cup is to be the property of the club, and not of the members thereof, or owners of the vessel winning it in the match; and that the condition of keeping it open to be sailed for by yacht clubs of all foreign countries upon the terms above laid down, shall forever attach to it, thus making it perpetually a challenge cup for friendly competition between foreign countries."

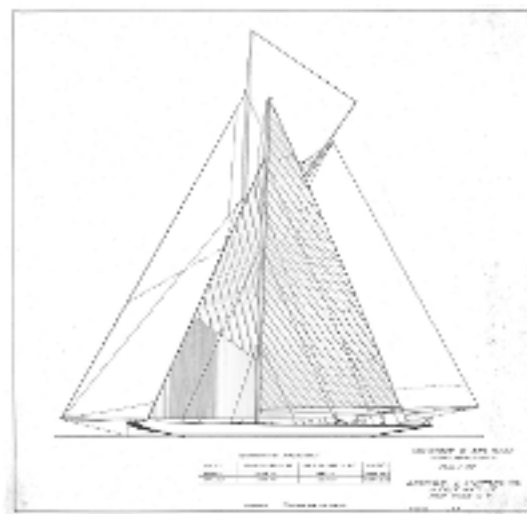
Thus, the America's Cup was born in 1857. It was for the first 50 years a mixed success with infrequent contests and the vague terms making it necessary to negotiate what amounted to racing contracts for every challenge. This set the scene for protracted squabbling and even legal threats, for example after the defeat of British yacht Livonia in 1871. It shows that the seeds of the Cup's modern quarrels were sown then. However, the Cup was already an opportunity for new design and construction ideas. Canadians competed in 1876 with the last schooner and 1881 with the first sloop. This evolution was irreversible.

Other sailing technologies advanced at a steady pace. For example, in 1892 the first fin-keeled boats entered the Cup as well as metal components: bronze hull skins, steel strakes and soon after aluminium decks. In order to introduce a time correction factor allowing boats of different sizes to compete together, a rating system called the Seawanhaka rule was adopted, after the name of the American yacht club (also from New York) that invented it. But as the rule gained in popularity on both sides of the pond, it increasingly caused the racing world to invest in unsound vessel designs: By taking only LWL and sail area into consideration to calculate ratings, it encouraged badly proportioned hulls with sails as large as possible (thus requiring long decks) but waterlines as short as possible. This resulted in increasingly long hull overhangs. Reliance, the 1903 Cup defender, was 61m LOA but only 28m LWL and had a narrow beam of only 7.9m. Her immense 1,500m<sup>2</sup> gaff-rigged sail plan required



a crew of 64, mostly for human ballast! She was a fragile and unseaworthy vessel that excelled in protected waters and moderate wind but could not be risked in any other conditions. Challenger Sir Thomas Lipton's Shamrock III, although designed by William Fife, had to be strong enough to cross the Atlantic and did not stand a chance. She trailed Reliance by such a wide margin that the regatta was abandoned.

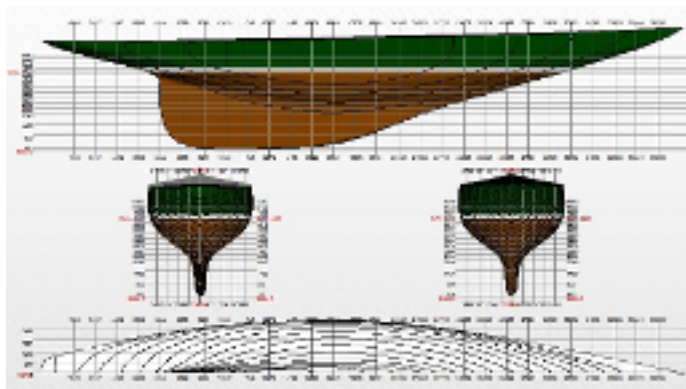
After that race Nat Herreshoff, despite (or perhaps because of) being Reliance's designer proposed a new rating system he called the Universal Rule to steer the community away from these limited vessels. By combining LOH (instead of LWL), sail area as well as boat weight into the rating calculation, it encouraged a better balance between competing design parameters. Classes A to H rated 2-masted vessels while classes I to S categorised single-masted boats. The J-Class consisted in boats with ratings between 65 and 76, these numbers being a normalised length, i.e. LOH 65 to 76 feet compensating for differences in design choices. While the Universal Rule was introduced to determine eligibility to the America's Cup in 1914, the J-Class specifically was adopted in 1930 as well as Lloyds A1 specifications to further level the playing field. It fostered the fastest sloops that the technology of the time could produce. They



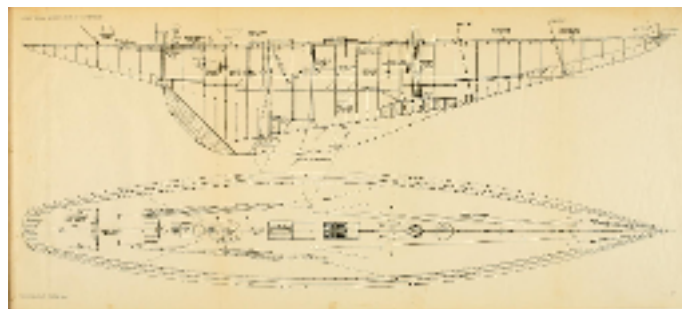
pushed the envelope hard, particularly regarding rigging. They lost masts on several occasions, with crew injuries and in at least one case, loss of life. In fact the last and biggest of them all, Ranger lost the top third of her mast while under tow on her delivery voyage!

### 1930 - The First J-Class Race

The Challenger, Shamrock V was commissioned by Sir Thomas Lipton for his fifth and last Cup challenge. She was 36m LOH, 26m LWL and 145 tons, the first British J-Boat ever built. While this was considered a handicap as Americans had experience designing to the Universal Rule since its inception, she was an extraordinary vessel. Designed by Charles Ernest Nicholson and built at Camper & Nicholson in Gosport (near Portsmouth), she was mahogany-planked over steel frames. She had a yellow pine deck and teak stem, sternpost and counter. Her tall oval hollow spruce mast and comparatively short boom produced a distinctly high, slender and elegant sail plan. She was the first challenger to be Bermuda-rigged rather than gaff-rigged, and the last to be substantially a wooden boat.



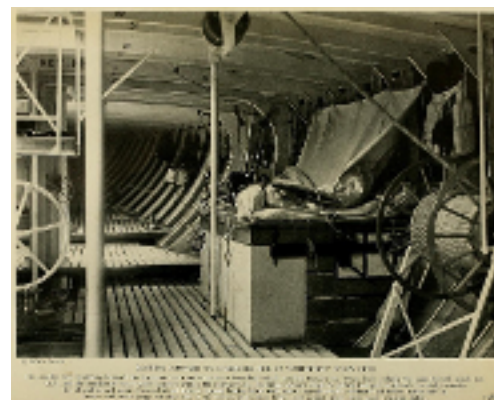
She sported the new "Park Avenue" boom, so named because of her wide flat top. It featured numerous transverse tracks to control the camber of the mainsail's foot. These tracks could be moved in such a way as to create wing profiles with the sail to provide Enterprise with an advantage to windward - along with 2 centreboards in the keel.



Enterprise (1930) Lines plan above, Interior below, Park avenue Boom below left.



Shamrock V (1930) Lines plan above



Four designs and builds were completed by American syndicates to answer the British challenge: Weetamoe, Enterprise, Yankee and Whirlwind. It was an unprecedented cost and effort, especially with the Great Depression in full swing after the stock crash of 1929 and it attracted its fair share of controversy. The candidates competed against each other until Enterprise emerged as the winner. Designed by W. Starling Burgess and built by the Herreshoff yard, she leveraged some of the most advanced industrial innovations of the time. Her hull was composed of riveted tobin bronze plates over steel frames. There was no accommodation below, the inside of the hull being a completely open space where several winches were placed instead of on deck. She was 36m LOH, 24m LWL and 128 tons - about 10% lighter than Shamrock V. Her original spruce mast was replaced with circular double-skin duralumin.

The contest took place in September 1930 and consisted of 7 races, each 30NM long, alternating between upwind and triangular courses. Enterprise won the first four which put an end to the challenge. It was a close call however as she led by only 2, 5 and 9 minutes in 3 races (and Shamrock V forfeiting the fourth because of an accident). Shamrock V would go on to an illustrious career; she still exists today and out of the 3 surviving original J-Boats with Veshelda (1933, not built for the Cup) and Endeavour (1934), she is the only one that was never derelict.

There were only 2 more J-Class America's Cup challenges: 1934 with the American Rainbow and the British Endeavour, and 1937.

### 1937 - The Last Race

The original challenge was issued in 1935 by Charles Richard Fairey, aircraft builder and former president of the Royal Aeronautical Society. The prohibitive cost of J-Boats was a well-publicised issue (as it is today) and he proposed a K class race instead (55 to 65 feet by the Universal Rule). However soon after his competitor in yachting and aviation, Thomas Sopwith commissioned a J-Class with Camper and Nicholson and issued his own challenge. The 1937 contest was on.



Endeavour (1937) Grinder winch to right



Whatever one may think of the race today, the America's Cup produced schooners and sloops of unsurpassed beauty. And for that, it is always to be treasured.

The challenger, Endeavour II was launched a year early as his owner wanted ample time for fine tuning. She had the greatest LOA so far at 41.3m and the tallest rig with an immense 46.5m mast – which she

lost twice before the race. She had a flush-riveted steel hull over steel frames, a 90-ton keel and steel centreboard as well as a 20m-long Park Avenue boom. She also sported the first of the grinder-style winches that are still in use in racing today.

The Defender, Ranger became known as the “super J”. She was a true marvel: Starling Burgess and Olin Stephens (of Sparkman & Stephens) collaborated on her design which was scientifically iterated in successive tank tests. Arc welding was used to assemble her steel hull plates, which was much lighter than riveting. Her boom, nicknamed the “cheese knife” featured not only a Park Avenue top with wing-profiling transverse tracks, but also two sets of spreaders with wire stays controlled by a winch, thus



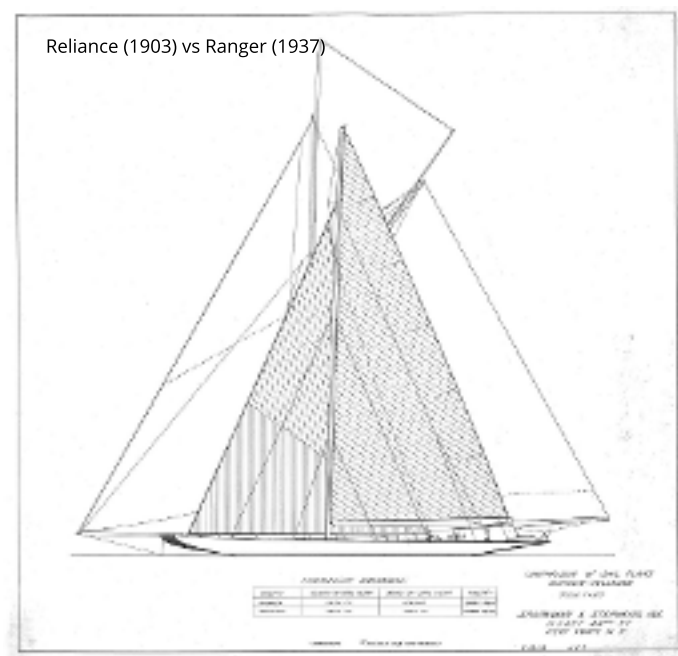
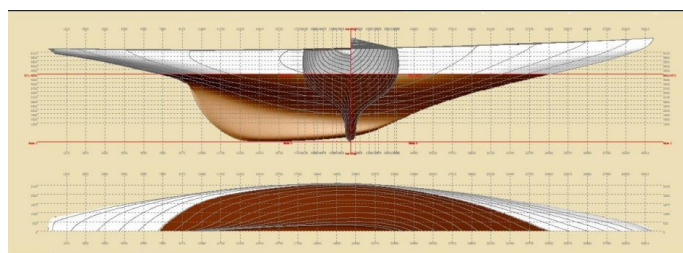
Ranger 2 (1937) lines plan below



allowing the boom's body itself to be bent! Her 47m, 3-ton duralumin mast carried the largest sail ever made, a 1,672 square meter spinnaker. At 41.2m LOA she rated 76, the maximum allowed in the J-Class.

The contest took place in August 1937 under the same format as the previous challenges and again the defender won the first 4 races, decisively leading by 17, 18, 4 and 3 minutes.

It was to be the last Cup for 20 years. The “auld mug” as the trophy came to be known never left American shores since 1851 despite the vast fortunes spent to swipe it. Most J-Boats were scrapped, some to feed WWII's insatiable metal needs. All J-Boats built between 1930 and 1937 are mentioned in this article. 7 more existed, built between 1893 and 1929 and converted to the J-Class. 5 more were built in a revival between 2004 and 2017 and regularly participate in European regattas.



# THE PAYNESVILLE REPORT

By Chris Dicker

I have no need to tell anyone that spring has sprung and the urgency of life to continue is all around.

Our whole place was once part of a quarry, any topsoil was scraped off and sold. Some people might say it is very poor ground but we have managed to plant and grow hundreds of trees. After only three or four years those trees and shrubs are blooming and dare I say, full of birds and bees.

We have a natural or man made depression on a gentle slope, after two years of very good rainfall this depression developed into a sort of wetland so I could not get near it to mow it. Reeds and other wet plants grew there of their own volition and I thought that would be a good place to dig a couple of duck ponds, which I did with old Ned the tractor. Behold two ducks a short while later checking it out. The frogs had found it long ago and very likely all sorts of night animals.

The weather here in East Gippsland has been glorious, despite the deluge that other parts of the country have been experiencing. We even have to water our veggies occasionally.

Enough of that land stuff. There has been a flurry of activity afloat, especially around Westwind. The bowsprit has been finished and as I mentioned the the varnish has been replaced with paint. Reinstalling the bowsprit was much easier than removing it although still took a bit of improvised engineering. It was so good to have everything reattached and set up.

I planned to go for a celebratory sail but the pressure is on so I pulled the rudder off instead. That sounds easy but the rudder weighs 71 kgs and is an awkward 3 metres long.

How your day can unravel sometimes makes you wonder. The bowsprit had gone smoothly until it came to reattach the furling genoa. After an hour of struggling I gave up and thought I would move on to the rudder. For this to lift off the gudgeons the tiller has to be removed, That dammed tiller would not budge. Westwind is on a mooring so I am in and out of the dinghy many times, working from above and below. The rudder is now semi detached when I look up and see a familiar looking dinghy 100 metres down wind. Definitely too far to swim so it is get the motor operational, do a temporary fix on the rudder, drop the mooring and retrieve the dinghy. Luckily it was not an alcohol free day, it was time to go home and regroup.

So very often this is a good strategy. We are only a 5 minute drive to the boat and early this morning I went down, reattached the furler, removed the tiller and rudder and was home for lunch.



Tomorrow I will return the billy cart.

Meantime Rosherville is not forgotten, The laborious job of scraping and painting the inside of a clinker boat is almost finished and I am ready to throw some more sheets of plywood around to house the engine, four batteries and the aft seating. Even though the batteries are lithium ion they are still quite large, the four batteries weigh 160kgs, which is almost twice the weight of a small diesel engine.

As I get older I am becoming more and more interested in the gravitational pull of the earth. I am almost sure it is becoming greater!!



# CLASSIFIEDS

**FOR SALE:** Mokoia is a unique 10-ton (Lloyds Registered) mast-head rigged cutter, designed by Arthur Robb to RORC rules specifically for cruising and ocean racing. Built in England (1948) with English oak frames/ribs and Scottish larch planking, she still has her original Sitka spruce mast, boom and spinnaker pole. Although slipped and anti-fouled annually, Mokoia is aging gracefully beyond the long-term maintenance capabilities of her present owner (1932). She needs a new owner(s) who will appreciate her sturdy construction - and ultimately her great sea-keeping qualities. For sale at \$30,000 (< scrap value) Mokoia is well worth further investment by a small but dedicated team before serious sailing again. Further background and details provided on request to 0432 978 132 (Mike).



**FOR SALE:** Electric powered boat 6 m long, built of plywood over wooden frames, a Thames Slipper design suitable for smooth waters, 6 deep cycle batteries, twin 'Watersnake' motors, each 100lb thrust, forward control, low windshield, electric horn and spotlight, cane chair seats, can carry 4 adults, max speed about 6 knts. On registered trailer, with new tyres, wheels and bearings. Registered for next 4 months... \$3,800 ONO

[johnbrickhill@gmail.com](mailto:johnbrickhill@gmail.com) 0427 668 112



**FOR SALE:** Classic 15 foot clinker putt putt launch approx. 1950s Simplex 5 hp motor, full upholstery, ready to go, canopy can be lowered to be a cockpit cover On registered Brooker trailer \$16000,-

Ring Tony after 6 pm 0266477166



**FOR SALE:** Timbers, mast, boom and parts from my old ~1930's 25' sailing boat are for sale and listed below. Timber mast, Huon pine planking, bronze fittings and ports; 9 hp motor. Due to print space limits let's discuss condition and prices of anything you are interested in. Photos of the boat images for the timbers and parts are here

<https://photos.app.goo.gl/>

[FSLdR7awNfaf7Rh9](https://photos.app.goo.gl/FSLdR7awNfaf7Rh9).

Mobile phone: +61 407 454 756

e-Mail: [mdaprix@daprix.com.au](mailto:mdaprix@daprix.com.au)



**FOR SALE:**

"Muckle Mootie"

15ft Iain Oughtred-designed Whilly Tern Builder - Peter Widders

Timbers: Marine Ply - King Billy Pine- Hoop Pine- Tasmanian Myrtle - Celery Top Pine- Huon Pine-Tasmanian Myrtle- Ti Tree - White Oak - Blackbutt - Oregon - Silver Ash



\$8,500 - with Trailer

\$6,500 - without Trailer

Peter- 0481 583 794

[pwidders@yahoo.com.au](mailto:pwidders@yahoo.com.au)

**FOR SALE:** 2015 'Gumtex' (CZECH) 2 man inflatable canoe. As new - never used. Pump included.

\$350 ONO - James - 0488 236 283

**FOR SALE:** 14ft restored & stable 'wright boat' from the wright family chicken farm. Built on lake Macquarie some 60 years ago and used by family on holidays. Does not leak. The trailer is similar vintage very solid, new tyres, metal mud guards but not registered. Included are good oars and a structure for covering.

Can be viewed and trialed any time contact Bill Coote on 0428 59 9953.

\$1,200 but offers are welcome.



**FOR SALE:** 12 ft sailing skiff designed and built by Phil Heaney. Australian Cedar and Huon Pine. \$8000.

[Phillip.heaney@gmail.com](mailto:Phillip.heaney@gmail.com)

- 0415 718 435



**FOR SALE:** Awaba - Brand new 32ft, long range coastal cruiser

Expressions of Interest - Call Phil 0415 718 435



**LOOKING FOR:** I have a 36ft timber double ender sloop, launched October 10th 1956. Currently the mast is lying along the boat, after being repaired, now ready to re stand it. The engine has been removed. I have purchased a second hand one that I'm restoring. The interior is all original (painted) with some dry rot in the cabin side. There are a lot of tasks to be done. I'm looking for someone who is available to give me some guidance on a program who is available to tackle all these tasks. This person can be connected remotely or face to face or hands on. The main purpose is to assist me planning & keeping focused.

Malcolm Wright - 0425 344 813 - [ma5wr5@gmail.com](mailto:ma5wr5@gmail.com)

# ON THE HORIZON

**General Meetings - Dundas Sports Club-9 Elder Rd, Dundas**

**Dinner from 6 pm**

**Meetings : 7.30 pm**

**Tuesday, 8 November: Wooden Boat Association AGM**

**Mike Warner: The 'One Day' Project**

**Tuesday, 13 December WBA Christmas Dinner and 2022 Hal Harpur Award**

**Dinner from 6 pm**

**Award Presentation from 7.30 pm**

**Tuesday, 10 January 2023– To be confirmed**

**Tuesday, 14 February 2023 – Member Projects**

**Committee Meetings –(Sporties Club at Gladesville)**

**Monday, 14 November**

**EVENTS:**

**RMYC Timber Boat Festival**

**Saturday, 5th and Sunday 6th November 2022**

**Exhibits: [jaz@royalmotor.com.au](mailto:jaz@royalmotor.com.au)**

**Narooma Boats Afloat**

The South Coast will once again host a weekend of fun in boats :11 – 13 November 2022.

<https://www.naroomaboatsafloat.com/>

**WBA Bantry Bay 'Get-Together' -Saturday, 25 February 2023**

**Australian Wooden Boat Festival – Hobart**

**10 – 13 February 2023**

[www.awbf.org.au](http://www.awbf.org.au)

## MERCHANDISE

Item	Member	Non -Member
Jacket	\$83	\$96
Vest	\$63	\$74
Long sleeve Polo	\$41	\$47
Short Sleeve Polo	\$34	\$39
Surf Hat	\$22	\$25
Baseball Cap	\$20	\$23
Australian Wooden Boats Vol I	\$20	\$25

Members are able to purchase /order items at General meetings or by email to the Merchandise Officer - Sally Ostlund [salsonsquarerig@gmail.com](mailto:salsonsquarerig@gmail.com) \$83

