



Presidents report—"Roscoe's Ravings"

Welcome to 2008; the Wooden Boat Guild of Tasmania has an adventure filled and fun packed year ahead for each and every one....! So Happy New Year!



I trust you all had an enjoyable Christmas and I hope you all have a safe and happy New Year just mucking about in boats. My main goal this year is to complete *Maori Lass*, don't laugh, it's going to happen. I'm already rebuilding the exhaust system which managed to self destruct last week. As if I didn't already have enough to do without that. Luckily I was still on the mooring!

The Guild had a presence on Franklin Wharf for the finish of the Sydney to Hobart race. I had a few helpers but managed to spend quite a bit of time by myself....must have been something I said....but not to worry because we did manage to raise about \$740. We won't do it this year because it will be too close to the Festival, the following year might be on the cards!

We will also need to have some more working bees to enable us to produce more models, as we are almost out of stock after the Christmas 'rush'. We are also going to have to replenish most of our other items as they are all very low. If any Members have any ideas that are relatively inexpensive to manufacture, by all means speak to either myself or any of the committee members.

Photo Graeme Hunt



While John Wedd mans the stall at the finish of the Sydney Hobart race 2007

At the next meeting I'm going to suggest that we have a Merchandising Officer to keep a check on the available stock, reordering, new products and merchandising 'propaganda'. This person will be a committee member and seeing as it is my suggestion I'll take on the task to start with.

The *Terra Linna* is about to be relocated to its new working environment on the Eastern shore where work will shortly commence to restore the old girl to her former glory. See the Secretary's and *Terra Linna* report in this edition.

Cheryl and I have just returned from the Wooden Boat Rally in Launceston (my birthday weekend) which was organised by one of our northern members, Adam and Sandy Park, and I can safely say that it was a cracker of a weekend. It was a very low key event with no commercial stalls, only boats, and the Seaport Marina an excellent venue. Pity about the colour of the water though! The weather was great and the company was pretty good as well!

Photo by Roscoe



Roscoes neat rope work at the Rally

We displayed the *TeePooKana* at the Rally, sold a few dollars worth of cards and managed to hand out plenty of Guild brochures, in fact so many that we had to return to Officeworks a couple of times to replenish stocks. Grahame Dudgeon and Dean



Dean Marks and Grahame Dudgeon at the Rally

Photo Roscoe

Marks from the Wooden Boat Centre displayed their little *Foster 10*. Brian Templar from Port Sorell was there with two

boats and won two prizes, thank you very much! Another new or soon to be new member Kevin Hickey took up his beautiful little motor boat, *Dani*.

And another gentleman from down the Huon had a dinghy there as well. So there was a good vessel representation from the 'south'. There were also guest appearances from Bill Foster, Graeme and Judy Hunt and Rob and Jo Nolan. Next time the Wooden Boat Rally is on, it would be great to get more of our members to attend. I will make sure that it will be included in the Guilds 2009 Calendar and try not having it conflicting with any of our regular outings.

Photo Cheryl Barnett



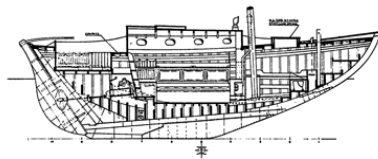
Roscoe talking about his passion, wooden boats

For those who missed the Wooden Boat Rally in Launceston there will be another opportunity in March when there will be the Geelong Wooden Boat Festival and on the same weekend, March 8 - 9 the Classic and Wooden Boat Festival in Sydney. I believe the WBGT will have members attending both events.

2008 will be a busy year, so keep an eye on **Calendar 2008** in the Skeg, there will be something for everyone, have fun and enjoy.

Of course Cheryl....I'll have *all* my chores done before I go to the Sydney Festival, trust me! Mmmhhh!

Roscoe



Secretary's and Terra Linna report

Well despite a long standing tradition that the Guild has a break over the Christmas period and January it has been a busy year. As mentioned in the Presidents report we did have a stall at the finish of the Sydney to Hobart so many thanks to the members who did front and assist in promoting the Guild and contributed to the funds raised.

As well during this period the Terra Linna committee met at Margate to plan the shifting of the Terra

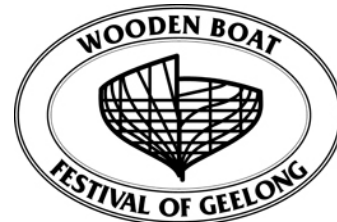
Linna to Noel and Noelene's Bellerive home. Member Russell Pocock also attended and has offered his work trailer and vehicle to shift her to the Eastern shore.

It is planned to meet at Margate this weekend on Saturday the 16th at 2.00pm

To prepare the Terra Linna and load her onto Russell's trailer. If we can not shift her Saturday we will re-convene at 7.0am on Sunday and make the move in quiet traffic.

Many hands will be required at both ends of the voyage as there will be man handling required. Please bring along jacks, crow bars, timber chocks and round rolling logs if you have any. Additional utes and trailers will be handy for shifting additional timber and our drill press.

What is urgently needed is a band saw. If any member can advise us of any one who has a sizeable single phase bandsaw for loan or sale we desperately need one for work to commence.



"Wooden' Miss This For Quids!"

The 2008 Whyte Just & Moore, Geelong Wooden Boat Festival!

Labour Weekend, 8th, 9th and 10th March 2008

Why 'wooden' you put these dates in your diary? Contact the Royal Geelong Yacht Club

on (03) 52293705 or e-mail to info@rgyc.com.au

Graeme Hunt and Peter Higgs will be attending this both representing the Australian Wooden Boat Festival and the Wooden Boat Guild of Tasmania.

There will be an article and photos in the next Skeg.

More on Thomas Moore from Millard

The following was sent to Millard as a follow up article from Savannah who is trying to research the work of Thomas Moore whilst he resided in Tasmania.

If you can be of assistance please contact Millard or Amanda.

Both sides of Frank's family were involved in ships, whaling and custom-broking ...but Tasmania being a small island I expect that is quite common.

The info I have on Fred is from the internet and archives in the State Library here. I do plan to spend time in the archives in Hobart ... I have already found Frank 2 convicts. Genealogy is very addictive!

On the brothers:

I have read that there is/was a pilot boat from Low Head in Launceston called the Fred Moore, I assume after the bloke I am researching.

'Mallena' is an existing huon pine boat built by him which I found by google ing him.

He had an ad in the old Post Office Directory of 1899 saying he built boats of all kinds and took out picnic parties on the Esk! His address was on the Esplanade opposite the gasworks.

SS Bass was built by him in 1911. An article from the Mercury, 1940 gave me the info that Fred built the Derwent, Rosny, Togo, Breone and many others. It also says Thomas Moore built the "Harriet McGregor" and other well known vessels which traded from the Derwent.

"Some of this I have been able to confirm, others notYET!!

I look forward to seeing the boatyards near Battery Point which is where I imagine the old ship building took place and my imagination can fill in the rest!

[I have just found out that on the other side of the family Henry Francis Hill was a master mariner/ whaler/ capt of "Runnymede" and lived in Runnymede Street in Battery Point. Don't have the number unfortunately but I might find it when I get there in the archives.]

Savannah Moore

How the Examiner reported the successful Wooden Boat Rally in Seaport Launceston. Well done to Adam and his team!

Rally of boats sets sail towards success

By PHIL EDWARDS

"HIGGER and better than last year and exceeding all expectations," was how organisers of the 2008 Wooden Boat Rally summed up the success of this year's event, which wrapped up at Launceston's Seaport Marina yesterday.

Organiser Adam Park said he estimated that more than 10,000 people had turned out over the two days to inspect the 54 wooden craft of all shapes and sizes plus static on-shore vintage engine and model boat displays.

"Crowd numbers were way up on last year and it exceeded our expectations — it's been unbelievable," he said.

"We had people pouring in for two days and it's been fantastic — a better variety of boats, more on-shore displays and hopefully it's going to grow yearly."

Mr Park said the wooden boats involved ranged from steam and electric-powered craft, historic fishing vessels, through to canoes, high-tech experimental craft and 60-footers.

The Wooden Boat School and Wooden Boat Guild from Hobart came up for it and were astounded at the amount of participation we had both from the boaters and the public," he said. The 1st Tamar Sea Scouts took out the major giveaway prize of a HUMAX LCD flat screen television with 17 prizes worth \$2500 given away over the weekend.

A perpetual trophy given to the best restored boat each year was won this year by Launceston's Simon and Elizabeth Dudley for their powerboat Miss Kitty.

"We want to thank all businesses around the Seaport which sponsored us and HUMAX which came on board this year because without them we wouldn't be able to run such a successful event," Mr Park said.



James Park, 5, of Pipers Brook, mans the Low Head dinghy Minx at the Wooden Boat Festival yesterday. Photo: MIA, SCOUTS/SEA



4 — THE EXAMINER, Monday, February 11, 2008

Courtesy Ross and Cheryl Barnett

Can any one provide information in regard to



the following?

This is a photo that appeared in the Seacraft Magazine in January 1949. It is the winning crew of Div 2 in the 4th Sydney Hobart race. Can you pick the young bloke 5th from the left (highest in the photo). Just a clue he was recently spotted at the Claremont Flower Show with his wife.

They sailed the yacht pictured below to win Div 2 and win the George Adams Cup. Coming down the East coast of Tasmania they were astern of the leading group but their great windward work gained them their 2nd handicap victory.

The answers will appear in the next Skeg but if you

know the correct there could be a prize at the February meeting.



Article provided by Roscoes Boat Bits

Rowing and Camping trip to Marion Bay Saturday 23 & Sunday 24/2/2008—TBC big and small boats, G Burrows Trip Leader

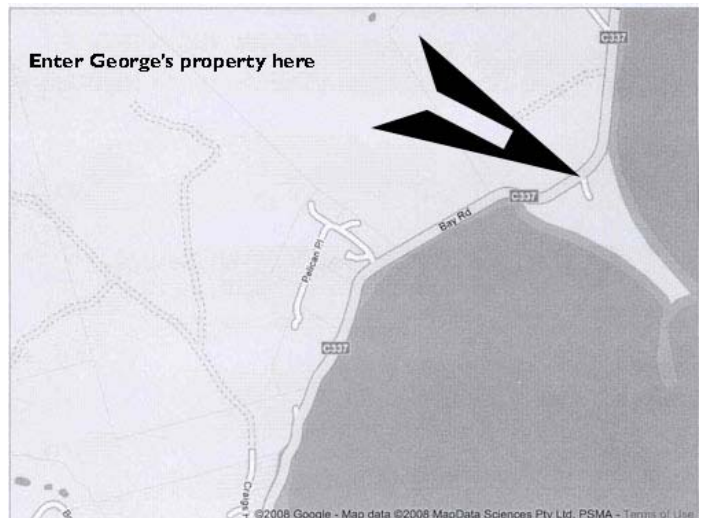
Well George is set for the weekend camping excursion at Little Boomer Point, Middleton Bay.

There are some requests from George we need to observe as there are tenants on the property;

1. George would like to arrange a time at the gate so that we can all proceed into the property at the one time. We will discuss this at the meeting on Monday the 18th of Feb.
2. The tenants have children so we are re-

quested to drive safely and in a vigilant way.

3. Please try and take all you need as this will mean less traffic in and out past the tenants home.
4. You will need to take all of your own camping gear.
5. We will be camping out on the point away from the home somewhere near George's caravan unless the horses are there. George will indicate where camping is appropriate.
6. The Guild will need to hire a portable "dunny" and someone will need to volunteer to tow it down and back.
7. Bigger yachts can enter the area via the Dunalley Canal.
8. The best way to get there is to turn off at Copping and follow the C337 Marion Bay Rd. Once you arrive in Marion Bay the road takes a sharp right turn and becomes Bay Road but is still C337. Then follow this map to Little Boomer Point.



Thought some people might be interested in this old CSIRO article

TIMBERS FOR BOATBUILDING

Wood has always been the favourite building material for small craft, and despite the advent of new materials and the increasing difficulty of obtaining suitable timber, it is maintaining its popularity. The advent of new timber products, now glues and new techniques has made boatbuilding by the amateur

Calendar 2008

- Dec 27th to Jan 3rd tent at the finish of Sydney to Hobart yacht race—1.30pm—4.00 pm daily—Trip Leader Roscoe.
- *Terra Linna* Committee meeting at Margate 21/1/2008 6.00pm —Roscoe to arrange with Peter Lindsay
- WBGT General meeting 18/2/2008 7.30pm—6.00pm Com mtg
- Rowing and Camping trip to Marion Bay 23—24/2/2008—TBC big and small boats, G Burrows Trip Leader
- Barnes Bay weekend & Clean Up Australia 1st & 2nd/3/2008— big and small boats . Trip Leader Peter Higgs
- Geelong Wooden Boat Festival 8-10th March
- WBGT General meeting 17/3/2008 7.30pm—6.00pm Com mtg
- WBGT General meeting 21/4/2008 7.30pm—6.00pm Com mtg
- Green Island (Cremorne) rowing day & big boats welcome 27/4/2008. Includes tour of Oyster farm. Trip Leader Rolly 0408243883
- WBGT General meeting 19/5/2008 7.30pm—6.00pm Com mtg
- Wooden Boat Centre visit & rowing day 25/5/2008—Trip Leader hopefully Grahame Dudgeon
- WBGT General meeting 16/6/2008 7.30pm—6.00pm Com mtg
- Trial Bay rowing day 22/6/2008—Trip Leader Jim Tayton
- WBGT General meeting 21/7/2008 7.30pm—6.00pm Com mtg
- **New Norfolk Rowing Day 24/7/2008 Trip Leader Peter Higgs—There is another New Norfolk rowing day we have been invited to earlier in the year. More info to come.**

Trip Leaders responsibilities; the Trip Leader is to confirm meeting paces and times (including maps) for the Skeg edition prior to the event. Skeg closing time is 2nd Monday for text and 1st Monday for photos every month. Following the event the Trip Leader is to provide a short story and photos of the event for inclusion in the following Skeg.

General Meetings are on the 3rd Monday of each month, inc. public holidays, but not in the month of January.

The next general meeting of the Wooden Boat Guild of Tasmania Inc. will be held at the Mariners' Cottage, Napoleon Street, Battery Point commencing at 7.30 pm Monday 18th February 2008

There will be a committee meeting held prior to the meeting commencing at 6.00pm

Guest Speaker/s, 21st February 2008

Graeme Hunt has a guest who has a presentation to make.

Peter Higgs can show videos of the Strahan visit and some other outings of 2006 if there is time.

Needed;

1. Skeg articles by the 2nd Monday of each month.
2. Skeg photographs by the 1st Monday of each month.
3. Speaker/demonstration for next month
4. Volunteers for 27th Dec —3rd Jan contact Ros-

Try this link to our Web site to check our next function and the weather!

<http://www.maritimetas.org/taswoodenboatguild/>

Officers of the Guild contact list

<i>President</i>	Ross Barnett	Home 6227 1720 or mobile 0438 300 229
<i>Sen. Vice President</i>	Graeme Hunt	03 62278652
<i>Vice President</i>	David Barnes	
<i>Secretary</i>	Peter Higgs	03 62491695
<i>Treasurer</i>	Brian Marriott	0419877684
<i>Flag Officers</i>	Peter Higgs & Brian Marriott	
<i>Mess Officers</i>	Cherelle Gadge & Robin Singleton 03 62439033	
<i>Committee</i>	David Gatenby	
	Jim Tayton	03 62674051
	Noel Hall	

much more popular. The Standards Association of Australia has prepared a Specification for Timbers for Marine Craft and copies will be available soon from that Association for a small sum.

The accompanying table has been prepared as a guide to suitable timbers for various jobs, no matter what type of small craft is envisaged. The list is by no means exhaustive but contains those timbers most commonly used.

Timber for planking, stringers, chines, and ribs should be selected for straightness of grain, low shrinkage, and freedom from defects. If the boat is to be seaworthy very few defects can be tolerated in these particular parts so that knots, shakes, sapwood, incipient decay, compression failures, and brittle heart must be rigorously excluded. Tight gum veins, borer holes and surface checks will not cause trouble unless they are concentrated in a relatively small area. They can usually be satisfactorily caulked.

Unless the boat is to be of glued construction, or will be out of the water for considerable periods of time, there is no necessity to use timber dried to 12 per cent, moisture content, except for interior fittings. Because it shrinks while drying, however, timber for the upper parts and interior framing should have a moisture content of less than 18 per cent, while for these parts which are customarily submerged, the moisture content can be as high as 24 per cent. To minimise shrinkage during construction or when the boat is out of the water, all boards should be quarter-sawn.

It is not usually possible to build small craft entirely of durable timbers and since the decay hazard in a boat kept at moorings is high, it is wise to take precautions. Some preservative-treated plywood and timber is available. Where such material is not obtainable either from stock or on order, all timber should be liberally treated with a recognised preservative, such as pentachlorophenol or copper naphthenate, as a solution in oil. As much as possible of the preparation of the timber should be completed before treatment, and particular attention should be paid to treating the end grain of boards and edges of plywood.

To prevent rainwater from being absorbed by

the timber it is essential to keep the boat well painted with a good-quality marine paint or varnish. The inside of the hull, the underside of the deck, and similar parts should not be painted so that, if water does penetrate the exterior coating, the timber can dry out. For this reason use of glass fibre reinforced resins to coat both sides of such timbers is not recommended, unless a perfect seal can be obtained. Whatever the coating used, totally enclosed compartments should be avoided.

If these suggestions are followed and regular maintenance effected there is no reason why boats built with timbers commonly available today should not last equally as well as boats built when traditional boat-building timbers were readily available.

Notes

Strength Groups

To avoid the necessity for setting out individual mechanical strength figure, the common structural timbers in Australia have been classified into four groups, A,B,C, and D and they are listed in "Timber Engineering Design Handbook" by Pearson, Kloot, and Boyd, published by the Jacaranda Press in association with the C.S.I.R.O.

Durability in Marine Craft

The durability ratings given are based on untreated heartwood used in the most extreme conditions in a craft kept at moorings. A rating of 'high' indicates a satisfactory species for such conditions.

Timbers with ratings of 'Medium' and 'Low' are suitable for those parts where natural durability is not particularly necessary or for use in a wider range of parts when the craft is stored out of water/

The sapwood of timber is non-durable but can be easily treated against both fungal and insect attack.

See the following Table for more information.

Some timbers used in boat building in NSW

Part	Timber	Strength	Seasoned	Durability in
Planking and bulkhead sheathing	Beech, white	D	32	High
	Blackbutt	B	56	High
	Cedar, red	D	26	High
	Gum, spotted	A	58	High
	Gum, Sydney blue	B	57	Medium
	Kauri species	D	29-34	Low to Medium
	Maple, Queensland	D	35	Medium
	Meranti, red	C-D	Must exceed 35	Medium
	Oregon	D	35	Medium
	Pine, celery top	D	40	High
	Pine, hoop	D	34	Low
	Pine, Huon	D	34	High
	Pine, King William	D	26	High
	Pine, klinki	D	28	Low
	Stringybark, messmate	C	52	Medium
	Stringybark, yellow	B	54	High
Tallowwood	A	62	High	
Decking	Beech, white	D	32	High
	Bollywood	D	32	Medium
	Gum, rose	C	44	Medium
	Gum, spotted	A	58	High
	Gum, Sydney blue	B	57	Medium
	Kauri species	D	29 – 34	Low to Medium
	Pine, celery top	D	40	High
	Pine, hoop	D	34	Low
	Pine, Huon	D	34	High
	Pine, klinki	D	28	Low
	Pine, pitch	C	34	Medium
	Pine, white cypress	D	43	High
	Stringybark, yellow	B	54	High
	Tallowwood	A	62	High

Steam-bent Timbers	Ash, silver	C	43	Medium
	Beech, myrtle	C	44	Low
	Brigalow	C	62	High
	Gum, spotted	A	58	High
	Oak, tulip	C	53	Medium
	Pine, celery top	D	40	High
	Pine, Huon	D	34	High
	Quandong, silver	D	34	Low
Sawn Worked Frames	Blackbutt	B	56	High
Floor Frames	Box, grey	A	69	High
Bulkhead Frames	Gum, grey	A	67	High
Engine Beds	Gum, mountain	B	60	High
	Gum, rose	C	44	Low to Medium
	Gum, spotted	A	58	High
	Gum, Sydney blue	B	57	Medium
	Ironbark species	A	70	High
	Oregon	D	35	Medium
	Stringybark, brown	B	56	Medium
	Stringybark, messmate	C	52	Medium
	Stringybark, white	B	56	High
	Tallowwood	A	62	High
	Tea-tree, broad-leaved	C	47	High
Straight stems	Blackbutt	B	56	High
Deadwoods	Box, grey	A	69	High
Keels	Gum, grey	A	67	High
Keelsons	Gum, river red	B (D in bending)	57	High
Stern Posts	Gum, spotted	A	58	High
Horn Timbers	Ironbark species	A	70	High
	Mahogany, red	B	60	High
	Mahogany, white	B	62	High
	Stringybark, white	B	56	High

Stringers Chines Gunwales Deck Framing	Ash, silver	C	43	Medium
	Blackbutt	B	56	High
	Gum, spotted	A	58	High
	Gum, Sydney blue	B	57	Medium
	Mahogany, red	B	60	High
	Mahogany, white	B	62	High
	Oregon	D	35	Medium
	Spuce, Sitka	D	27	Low
	Stringybark, yellow	B	54	High
Mooring and	Box, grey	A	69	High
Masts	Ash, alpine	C	58	Low
Spars	Ash, silver	C	43	Medium
Derricks	Gum, spotted	A	38	High
	Maple, Queensland	D	35	Medium
	Oregon	D	35	Medium
	Pine, klinki	D	28	Low
	Quandong, silver	D	34	Low
	Spruce, Sitka	D	27	Low
			B	54