

Presidents May Report 2011

I hope to see as many of you as possible at the AGM on Monday 16 May at the Mariner's Cottage, Battery Point.

I was lucky enough to do a lot of mucking about with wooden boats over Easter. Judy and I visited Port Sorell and caught up with old friends and made some new ones. We had a lovely cruise on the Rubi-



Photo Graeme Hunt

con Estuary with Brian Templar; I went for a row out of Muddy Creek with Geoff Winspear in his piners punt accompanied by

Cruising the Rubicon River with Brian Templar

Colin Wragg in Geoff's clinker ply dinghy; I visited the Julie Burgess Project; and we saw Brian's two new boats – a Grebe he has built and a dinghy restoration project.

Photo Graeme Hunt



Julie Burgess Project underway in Devonport



Photo Judy Hunt

I also measured up and photographed Geoff's piners punt after I had moved it up the bank at high tide. This was an interesting process using a joggle stick while

kneeling in the mud! Hopefully this punt will be added to our project documentation of piners punts we are preparing for the National Maritime Museum.

The plans for our Wooden Boat Guild visit to Port Sorell in the June Long Weekend on the 11, 12 and 13th June are well advanced. On Saturday afternoon we will meet at the Julie Burgess Project in Devonport at 3pm to be shown over the vessel and hear about the plans to use her on the Mersey. On Sunday we will meet with our Port Sorell wooden boat members and friends for a gathering and a row on Muddy Creek or in the estuary. (Because of the tides it might be a row before a BBQ breakfast near the paddling pool) .On Sunday night we have arranged a Dinner at Camp Banksia with special guests from the Historical Society - \$25 per head. On Monday I'm sure we will find something of interest before returning home.

Members will need to arrange their own accommodation. Camp Banksia has a range of options www.campbanksia.com.au , the Shearwater Resort is always good and there are Shearwater Cottages and a number of B&Bs.

Please advise me if you are coming. (mobile 0408 146 752). I will probably be staying at Camp Banksia so let me know if you are interested. Geoff Winspear is coordinating the locals and we should have good numbers. Hopefully the weather will be as good as it was last year at St Helens.

Graeme

The President's Easter Postcards

I caught up with our members and friends at Port Sorell, Devonport and on the Tamar.

Brian Templar has taken on the restoration of a nice dinghy which is something different from the usual new clinker plywood boats he builds. He has just finished a beautiful sailing Grebe and is running out of space!

Photos Graeme Hunt



Brian Templar's projects, top, dinghy restoration and below the completed Grebe



Photo Graeme Hunt

Colin Wragg is working on remodeling their new abode. I bet there is also a boat under construction somewhere.

Colin Wragg enjoys a break from renovation work!

Geoff Winspear is as active as ever and goes for a row every other day. Whilst measuring up his punt Geoff introduced me to Bryant Griffiths who was able to relay the history of the punt to me. According to Geoff, Bryant knows the history of every boat in Muddy Creek.

Photo Graeme Hunt



Geoff Winspear and Bryant Griffith at Muddy Creek

Charlie Richie still has *Coralyn* under the tarp. I understand he is being



Coralyn under the tarp to the right and Charlie's dinghy (1 of them) at sundown Muddy Creek.

Photo Peter Higgs

lined up to do some more work on the Historical Society's whale-boat.

Ron Heddle, one of the shipwrights working on the *Julie Burgess*, was kind enough to show me over the restoration work. WBGT

Member Ken Jones is also working on the restoration.

Margaret Griggs is the enthusiastic project manager and will arrange for our visit in June.

John Philp of Gravelly Beach is well and researching Jack-built boats. John provided an initial survey and work plan of the *Terra Linna* for the Guild.

Graeme Hunt
President

Photo Graeme Hunt



Ron Heddle, ship wright, working on the *Julie Burgess* project

SECRETARY'S MAY 2011 REPORT

Thank you, thank you.... it has been suggested to me that the 'old rubber snake in the rigging trick' should keep those pesky birds off *Maori Lass*. I have also been advised that a (real) feather duster up the mast where the burgee normally goes on a stick, will also keep the birds off. I'll try both suggestions.

Our Senior Vice President, Brian Marriott and I travelled to Strahan, on the West Coast a couple of weeks ago to survey Piners Punts and gather their history as part of the Guild's project, *Tasmanian Piners Punts – History, Design and Heritage*, funded by a MMAPSS grant earlier this year. We had a wonderful response from the Strahan Piners Punt owners and have gathered a substantial amount of useful information and generated quite an amount of enthusiasm, to the point where people actually want their Punts to be surveyed.

Dianne Coon, who some of our members will be familiar with (who helped us organise our Piners Punt rowing weekends in Strahan) arranged a suitable shed for us to do the surveys in, as it is preferable to be done indoors, or under cover because the laser beams used in the process, don't work in the sunlight.

Anyway....our visit to the West Coast didn't get off to a good start when Brian's vehicle broke down just before Lake Burbury and then we had to be towed to Queenstown, where the vehicle had to stay with the 'doctor' to be repaired. The next day I had my efpos card eaten by the teller machine....bugger....which bank?

After all this bad luck, we were very kindly lent a vehicle by Jon Wakefield, (who also drove us and our gear and an empty trailer, from Queenstown to Strahan) with a tow bar to move Punts to and from the shed. Dianne was kind enough to let us use her vehicle as well. We were also fortunate enough to arrange a lift back to Hobart with a friend of Brians as his (Brians) vehicle was still at the mechanics.

What a bunch of great people!

Because of circumstances we only surveyed three Punts over the weekend, so a return trip will be needed in a couple of month's time.

And to top things off, you wouldn't believe it....I found a little Piners Punt in the blackberries.....which we brought back to Hobart with us. More about that later....no-no-no, don't tell Cheryl!

Photo Brian Marriott



The Blackberry Queen; really Roscoe?

Don't forget, our next general meeting will be on **Monday May 16th** starting at 7:30 pm at the Mariners Cot-

tage.

The next rowing day will be on **Sunday May 22nd at Tinderbox Beach**; this will be a **BIG** and small boat day. The Trip Leaders for this rowing day will be Roscoe and Cheryl, BYOG&F with a 1000hrs start at Tinderbox beach. There are electric BBQ's on site. If the weather is crook, we'll adjourn to 26 Malwood Court, Tinderbox which is just up the road.

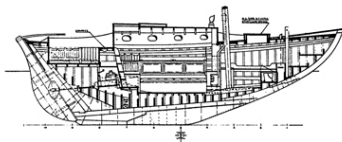
Last month's question was: Inland seas have, 1) stronger than usual tides 2) virtually no tides 3) moderate tides

And the correct answer is: Inland seas are virtually tideless because their entrances are too narrow to admit sufficient water to affect the level of the sea significantly.

Thank you Brian for the correct answer.

This month's question: 'Barratry' is 1) vigorous applause at ship's sporting contests 2) the offence of stealing Barramundi in protected waters 3) a fraudulent act by a crew member to the detriment of her owners or insurers

Roscoe



Terra Linna May Report

The *Terra Linna* working bee was held on Sunday the 8th May, yep that's right Mother's Day! We did it again—blokes, we never seem to get this right. As a consequence Graeme Hunt and Noel Hall turned up. Hope we get it right next year!

The rudder has now been constructed by Noel and awaits the bronze hardware for fitting up. On the working bee day Noel and Graeme retrieved the Celery Top Pine sorted at the previous working bee and Noel since machined this ready for the centre board.

Work continues to progress.

Peter Higgs



From the Editors Desk May 2011

Two years ago the Guild made a decision not to continue the publication *Rudder* which was the Wooden Boat Guild's Journal. The Committee has recently resolved

that *Rudder* Journal articles can now be published in the Skeg under the *Rudder* banner. In this way members and invited writers can submit Journal articles that contribute to the articles of the Guild. Due references and acknowledgments will need to be included with submissions. See pg 5.

In this edition Graeme Broxam makes a *Rudder* Journal article contribution titled *Una*. Enjoy!

The continuing Piner's Punt Story!

The last Skeg's article on the "Origins of the Piners Punt" generated several responses from Maritime Museums on our mailing list. This has encouraged me to continue the research and as such I have received some advice on the Irish boats and I am expecting more soon. More on that when it arrives.



Roving Event Report –

The Guild joined ranks with members Roscoe and Ainesly, our resident "Steptoe and Son", at the Kettering Yacht Club Maritime Market. "Steptoe and Son" generously let the Guild use their table and the Guild sold more goodies than "Steptoe and Son".

Guess who took home more Maritime goodies than they arrived with? That's right "Steptoe and Son".

Next Roving and Rowing Day,

May 22nd Tinderbox big and small Boat day. Trip Leader Roscoe BYOG&F. Unless otherwise advised meet at the Tinderbox boat ramp 1000 hours.

Trip Leader Roscoe

Last meetings presentation p`recis

Due to circumstances Roscoes planned presentation was postponed and as such an impromptu presentation was made by Peter Higgs.

Peter presented a video of the voyage to New Norfolk in *Seaspray* with the extended stay. The beautiful Autumnal colours were evident in the presentation. Another highlight was the christening on "Noels Grounding" all duly recorded for posterity.

As well, Peter presented the options of the digital Wooden Boat Magazines archive of all Wooden Boat Magazines and the eMagazine of the "Classic Boat" title, published through Zinio.



Seaspray New Norfolk



Rudder

a Journal Article
of the Tasmanian Wooden Boat Guild

Pioneer Tasmanian Cat Boats

Cat Boats have become increasingly popular around Australia in recent years, no doubt because of the many plans for such vessels that are available. It might be a surprise to learn, then, that cat boats have been built in Tasmania since the mid-1880s.

When organised yachting in Hobart was revived in the 1870s, most boats appear to have been built along the lines familiar for fishing and waterman's boats, including double-enders like the 28ft. *Terra Linna* and square-sterned boats like the also-extent 24ft. (now 28ft.) *Clara*. They were almost invariably shallow drafted centreboard boats. Seeking to compete against successful boats like *Terra Linna*, local yachtsmen soon looked to successful overseas boats, and in the 1870s and 1880s few could go past Dixon Kemp's books such as *A Manual of Yacht and Boat Sailing*. I have before me a copy of the fifth edition of 1886, originally owned by George Albert Clarke (1863-1899), the brother of the innovative Tasmanian yachtsman Frederick Norman Clarke. The very first type of small centreboard yacht discussed in this book was the "Una Boat," the contemporary British name for a cat boat.

The cat boat appears to have evolved during the first half of the nineteenth century around Rhode Island in the USA: the earliest use of the term "cat boat" I have found is in *Harpers Magazine* in 1860, but the type was evidently around long before then. In 1852 Earl Mount-Charles (later the Marquis of Conyngham) had a 16ft. cat boat named *Una* freighted to London from the USA. After spending a summer on the *Serpentine*, where she excited little interest, the *Una* was taken to Cowes in 1853 and became an instant sensation. By the following season a fleet of similar boats had been built, and they were still popular in the 1880s. In *A Manual of Yacht and Boat Sailing* Dixon Kemp provided the lines and dimensions for the original American-built *Una* (which was still in existence at the time at which he was writing) and later Cowes-built vessels of the same type in 15ft.6in. and 21ft. lengths, as well as two larger cat boats, the 25ft. American-built *Gleam*, and the 30ft. *Mocking Bird* built at Southampton in 1882 to one of Dixon Kemp's own designs.

At least three *Una*-type vessels were built in Hobart in the 1880s, in all likelihood modifications of "Cowes" type "Una boats" from *A Manual of Yacht and*

Boat Sailing, one being 16ft. and the other two 21ft. waterline.

The builder and owner of the first two cat boats in Tasmania was Olof Hilmer Hedberg, Jr. (1856-1912), whose 16ft. *Una* is first noted at the opening of the yachting season on 15 November 1884. A 1930 article claims that *Una* was the first boat designed by Alfred Blore, who was well known for many decades as a modifier of foreign designs for local conditions. It is possible, however, that this in fact refers to Hedberg's second *Una* built the following year.¹ Unplaced in a Derwent Sailing Boat Club race on 30 November 1884 and at the Hobart Regatta on 28 January 1885, the first *Una* went on to win the 21ft. race at the Belterive Regatta of 21 March 1885. The victory of the "much condemned cat boat" with her "nondescript rig" seems to have upset many. *Una* came third in the 21-foot race at the Sandy Bay Regatta on 28 March 1885 when sailed by V. D. Tregear.² Hedberg entered *Una* in a club race on 5 December 1885, apparently also sailed by Tregear, from which she retired,³ and sent *Una* to Launceston by train and raced her at the Tamar Regatta on 9 February 1886.⁴ *Una* was sold to Henry Grant (later of George's Bay) who had a counter stern built onto her, increasing her length to 19ft. waterline, and renamed her *Nellie*. At the Hobart Regatta on 22 February 1887 *Nellie* was nearly run down by the s.s. *Taranna*, resulting in an inquiry on 16 March. In 1888 *Nellie* was further lengthened at St. Helens to 21ft. waterline, and was still racing there in 1896.⁵ She appears to have returned to Hobart shortly afterwards as Burn & Son auctioned a "well-known" yacht *Nellie* on 15 April 1898. She then disappears from record.

O. H. Hedberg built another larger boat of the same type that he launched on 16 July 1885: her dimensions were 21ft. waterline x 8ft.8in. x 2ft.11in., built of Huon pine and copper fastened. The press suggests that she was initially named *Una*: the two "Una boats" were noted sailing together on the Derwent at the opening of the yachting season on 21 November 1885. However, Hedberg was reported to have sold one of his *Una*'s, presumably the new 21-footer, to Maurice Weston of Boavista in October 1885, and two months later Weston was reported to be having Thomas Williams of the Domain convert her into a "lifeboat" by the addition of plenty of cork.⁶ This *Una* then disappears from trace under that name but probably become the well-known 21-footer *Vega* that Weston owned by the time of the Sandy Bay Regatta in March 1886. The *Vega* disappears from trace as a yacht in 1924 but probably became the scallop-fishing boat of that name operated by H. Watt in 1932.⁷ Photographs from the early 1900s show *Vega* to

1 *The Mercury*, 20 May 1930

2 *Launceston Examiner*, 29 January 1885; *The Mercury*, 23, 30 March 1885

3 *The Mercury*, 23 November, 7 December 1885

4 *Launceston Examiner*, 6, 8, 10 February 1886

5 *Launceston Examiner*, 25 February 1896

6 *The Mercury*, 23 October, 12 December 1885

7 *The Mercury*, 12 May 1932

have been a conventionally cutter rigged, counter-sterned boat and if she was the former *Una* (II) then she must have been extensively altered. The name *Vega*



Vega, photo from Graeme Broxham's collection.

was probably inspired by Nils Adolph Nordenskiöld's Swedish Arctic Exploration vessel *Vega* that circumnavigated the Eurasian continent in 1878-79: O. H. Hedberg presented a piece of that vessel's keel to the Royal Society of Tasmania in 1885.⁸

Hedberg's later boats included the 21-footers *Gladys*, *Olga* and *Viking*, the latter, as a much-altered fishing vessel, being still afloat in 2011. His last boat, the 21ft. waterline yawl *Nordica*, was wrecked on Crayfish Point on the day of his funeral.⁹

The third 1880s Tasmanian *Una* was George Allwright's *Marie*. A cat boat of the *Una* design, name not stated, was completed at Battery Point by William Bayes for George Allwright in June 1886. Her dimensions were 21ft waterline x 9ft. x 3ft.1in., built of Huon pine with hardwood gunwales and beams, and a kauri deck, copper fastened. The deck allowed for an 8ft. x 4ft. cockpit.¹⁰ A yacht *Marie*, evidently this "Una Boat," first appears in January 1887 sailed by George Allwright, and later by his brother Sydney Thomas Allright of 31 Cromwell St., Battery Point, who offered her for sale in November 1889. In July 1892 Clinch and Luckman were putting a counter stern onto the *Marie*, repeating what was done to the first (and probably also the second) Hobart *Una*. A 21ft. yacht *Marie*, probably the same vessel, was auctioned by Burn & Son on 8 December 1902, after which no further trace has been located. Photographs of an unnamed *Una*-type boat on the Derwent from c1890 are most likely of the *Marie*.

From time to time other cat boats have appeared on the Derwent. One was advertised for sale by a resident of Digney Street on 22 December 1938, while in

⁸ *The Mercury*, 10 June 1885

⁹ *The Mercury*, 13 April 1912, 16 January 1930

¹⁰ *The Mercury*, 11 June 1886

1949, 23 year-old Roy Eaton of Kingston built the 13ft. plywood cat boat *Leeward*.¹¹ A 14ft. Huon pine cat boat was also built on the Tamar in 1934, being advertised for sale the following year.¹²

¹¹ *The Mercury*, 17 November 1949.

¹² *The Examiner*, 21 October 1935.

UNA Offsets, plan and sail plan on pages 6 & 8

Graeme Broxam



For Sale:

Eltin Ronan - I offer *Eltin Ronan* for sale. She's been a big/little restoration job for a boat with a lot of history. Looking for a mad keen wooden boater to take her on and maintain her as part of Tasmania's Maritime history.

Great rowing boat and prepared to negotiate the price.

Contact Peter on 0419803317



For Sale:

12ft Fazackerly dinghy (and trailer) in Strahan, both in poor condition but able to be rejuvenated, no price, ring Andrew Dishington,

64 717 396.



Fazackerly dinghy and trailer, photos, Ross Barnett

Rudder article by **Graeme Broxam**

Plans and Offsets from Dixon Kemp



A photo of *Una* (far left), not sure which one, racing on the Derwent circa 1910 with L to R *Anzac*, *Lalla Berri* and *Metor*.

Sourced by the editor as a gap filler from TROVE. The original is held in the WL Crowther section of the State Library as;

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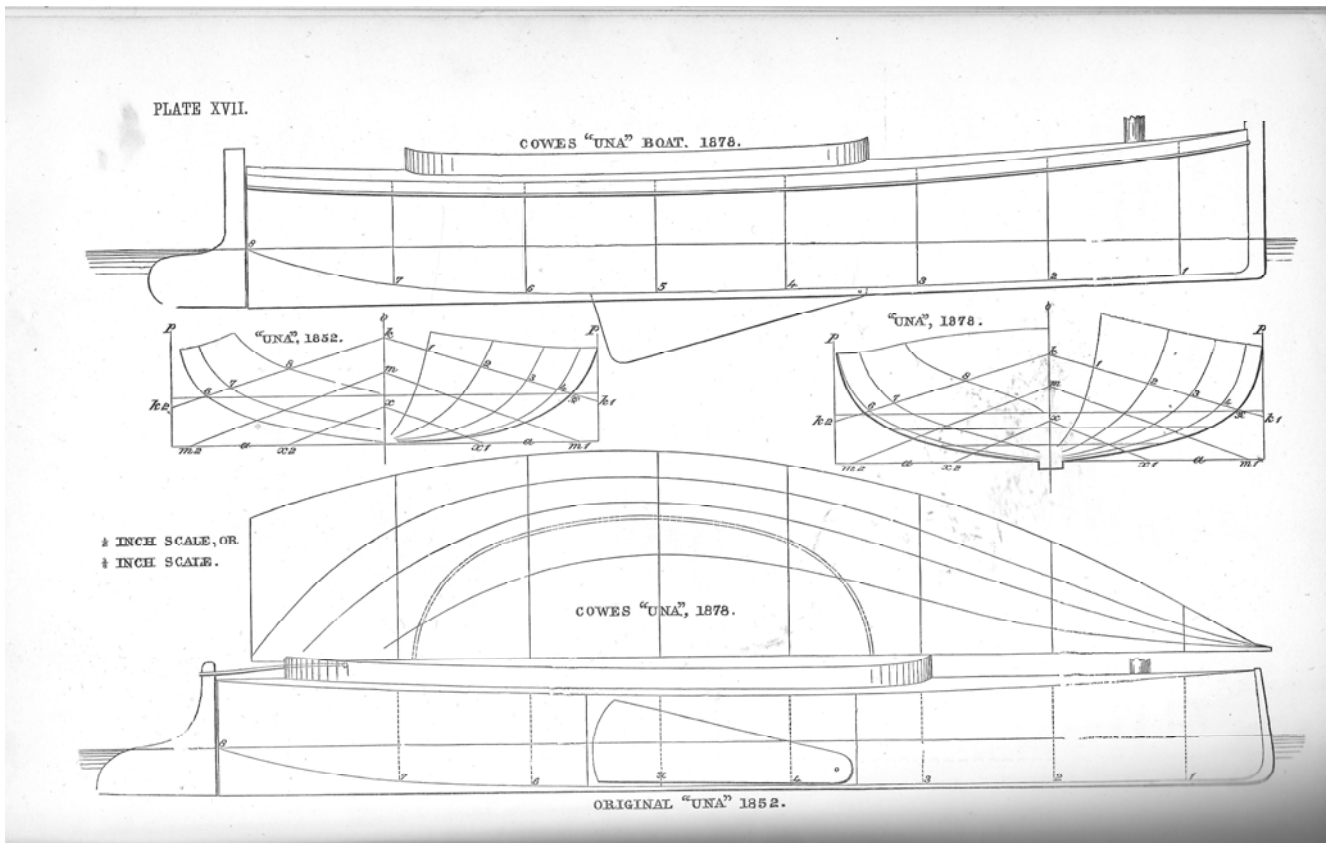
DIMENSIONS, &c.

	UNA.	15ft. 6in.	21ft.
Length, extreme	16 0	15 6	21 0
Beam, extreme	6 6	6 6	8 8
Keel sided amidships	0 7	0 4½	0 6
Keel sided fore end	0 2	0 2	0 2½
Keel sided aft end	0 2	0 2	0 2½
Moulding (depth) of keel	0 2½	0 4	0 5
Floors sided	0 1½	0 1	0 1½
Floors moulded	0 1½	0 1½	0 2
Timbers sided	0 1	0 1	0 1½
Thickness of plank	0 0	0 0	0 0
Thickness of top strake	0 0	0 0	0 1
Mast, deck to hounds	16 0	14 0	18 6
Boom	18 0	15 6	21 0
Gaff	9 3	7 6	10 0
Luff of mainsail	12 0	9 9	13 0
Foot of mainsail	17 6	15 6	20 8
Head of mainsail	9 0	7 0	9 6
Leech of mainsail	19 0	17 8	23 6
Tack to peak earing of mainsail	20 0	16 0	21 0
Clew to throat earing	19 0	17 0	22 9
Centre of mast from the fore side of stem at L.W.L.	2 0	2 0	2 6
Diameter of mast at deck	0 4½	0 4½	0 5
Diameter of mast at hounds	0 2½	0 2½	0 2½
Weight of displacement of boat to L.W.L. (approximate)	13 cwt.	14 cwt.	1·4 ton.

LAYING-OFF TABLE, COWES UNA AND UNA 1852, ½ IN. SCALE.

	1	2	3	4	5	6	7	8
	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.	ft. in.
Heights to top of timbers above L.W.L.	1 6½	1 3½	1 1½	1 0	0 11½	0 11	0 11½	1 1
Una of 1852	0 11	0 9½	0 8½	0 8	0 8	0 8½	0 9	1 0
Depths below L.W.L. to rabbet	0 6½	—	—	—	0 9	0 8½	0 6½	—
Una of 1852	0 7½	—	—	—	0 8½	0 8	0 6½	—
Half-breadths on deck	0 8½	1 9	2 5½	2 11	3 2½	3 1½	2 10	2 1½
Una of 1852	0 7½	1 7	2 4	2 11	3 2½	3 1	2 9½	2 3
Half-breadths on L.W.L.	0 4½	1 2	1 11½	2 5½	2 9½	2 8	1 11½	—
Una of 1852	0 4	1 1	1 10½	2 6	2 9½	2 8½	2 1	—
Half-breadths on diagonal k	0 7½	1 6½	2 2½	2 8½	2 11½	2 10½	2 5	1 4½
Una of 1852	0 7	1 5½	2 2	2 8½	2 11½	2 10½	2 5½	1 6½
Half-breadths on diagonal m	0 6	1 2	1 8	2 0	2 2½	2 1	0 9	0 5½
Una of 1852	0 5½	1 1½	1 8½	2 1½	2 3½	2 1	1 7	0 6
Half-breadths on diagonal s	0 3½	0 7½	0 10½	1 0½	1 2	1 1	0 9	—
Una of 1852	0 3¼	0 8	0 1	1 2½	1 3	1 0½	0 7½	—

All the half-breadths are without the plank.



Calendar 2011

- Monday May 16th WBG T Committee and General meetings
- Sunday May 22nd Tinderbox big and small boat day Roscoe trip leader BYOG&F
- June 11, 12 & 13th Port Sorrell wooden boat event. Trip Leader Graeme Hunt see Graemes report re accommodation options. WE will be shown over the *Julie Burgess* restoration project.
- Monday June 20th WBG T Committee and General meetings
- Sunday June 26th *Terra Linna* working bee
- Sunday July 10th *Terra Linna* working bee
- Monday July 18 Committee and General meeting
- July 24th, Morton's Home, Geeveston, Model Boat event BYO model boats and food + grog. David Morton Trip Leader.
- August 21st Cygnet Yacht Club Big and small boats BYOF. Trip Leaders Robin and Cherelle.
- September 25th, Jordon River Rowing Day BYOG&F. Trip Leader Peter and Dallas Higgs.
- October MYCT Expo, Bellerive Seafarers Festival TBC —*Terra Linna* to be sailed to venues, maybe!
- Huon Show November
- Christmas in the park December
- Cockle Creek Feb 2012 Trip Leader David Morton
- Maritime and Maritime Heritage lunch box talks 12 noon till 1.00pm — 1st Tuesday of each month at TMAG Royal Society Room organised by the Maritime Museum.

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 1st Monday for text and 1st Monday for photos every month. Following the event the Trip Leader is to provide a short story and up to 5 of their own photos, sized and titled (as file name) appropriately, of the event for inclusion in the following Skeg. Members wishing to submit photos from the rowing days are required to provide a maximum of five to the Trip Leader so that we do not get same/similar contributions. All must be sized as below with a title as the file name.

Members wishing to submit articles & photos: All members articles and photos are most welcome as contributions for the Skeg or other publications. For the Skeg, articles are preferred to be in MS Word with no formatting. Members are asked to restrict their photographic submissions to 5 In total per month and to have resized the photos to the following specs. No PDF's please!

400 Pixels wide X 300 Pixels high, or

5.7 cm wide X 4.2 cm high, with a resolution of

180 pixels per inch

If you can not size a photo submit it with a title as a file name and the editor will size it for you.

Rudder Journal articles are also welcome. The journal articles need to be articles of value regarding restorations, research and Maritime heritage. Journal articles need to include all due acknowledgements and titled photos. The above conditions also apply.

All SKEG articles must be with the editor in a digital form by the 1st Monday of the month.

General Meetings are on the 3rd Monday of each month, inc. public holidays except in the month of December.

The next general meeting and AGM 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 16 th May 2011**

There will be a committee meeting held prior to the General Meeting at 6.00pm, at which members are welcome

<http://www.woodenboatguildtas.org.au/>

Guest Speaker, 16th May, 2011

May Guest speaker will be Roscoe talking about a 30 minute National Parks DVD about Port Davey/Bathurst Harbour plus some of my photos plus the *Emeritus II* blog re Van Diemens Land Circumnavigation.

- ♦ June, Jim Tayton offered to continue his "Couta Crossing" video
- ♦ July, Ainesley will present their French Canal voyage, plus Portugal, Spain and Morocco.

Presenter/s or practical demonstration required for future meetings.

Skeg articles by the 1st Monday of each month please . If the deadlines can't be kept the SKEG will be published without late submissions!

1. Skeg photographs by the 1st Monday of each month.
2. **Speaker/demonstration (it can be a demonstration of a wooden boat building activity or problem solving activity) for next month are always needed so get your name and topic in to the Editor.**

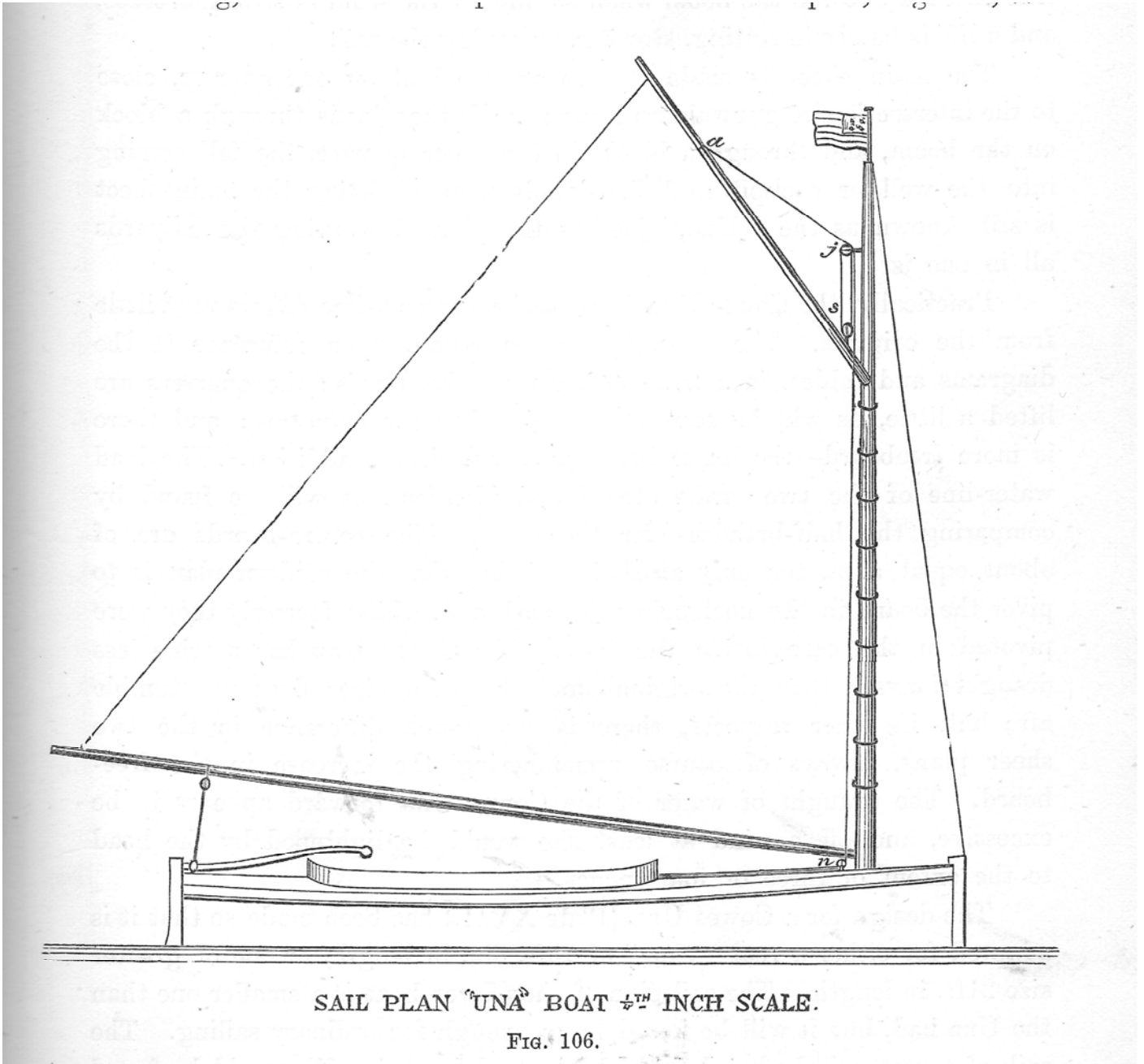
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<i>Mess Officers</i>	Vacant	
<i>Committee</i>	David Gatonby	0428391432
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	David Morton	0400560330



Rudder

a Journal Article
of the Tasmanian Wooden Boat Guild



Rudder article by **Graeme Broxam**, sail plan sourced Dixon Kemp



Members are reminded that membership subscriptions are now due.

