

SHAVINGS THE NEWSLETTER OF THE WOODEN BOAT ASSOCIATION INC.

<https://www.woodenboat.asn.au/>

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President's Report

Hi all, as you know, I'm busy cruising on the Murray, but hope to see you all at the Christmas Party this Sunday.



Yes, it's nearly time for us to get together and meet, for the final time this year - remember that meat and soft drinks are being provided, but if you can bring along a salad or dessert that would be great.

On a completely different note, the committee has been considering a suggestion that a new award be created for an outstanding build or restoration by a member, in each calendar year.

The details are still being finalised, so maybe this is something that you can share your thoughts on the subject at the party.

Anyway, that's all from me at present.

Aye,
Andrew



Club Calendar

Sun 9 Dec	Christmas Party + Sailing Day. Sail from 10:00, Lunch at 12:00. Bring boat, plus salad or dessert.	Albert Park Lake
Sun 20 Jan	Welcome to 2019 - Sailing Day	Albert Park Lake
Sat-Sun-Monday 26 Jan	2019 Festival of sails Geelong	Geelong
Wed 13 Feb	Sail & row night - BBQ after 6.30pm start at APYC	Albert Park Lake
Fri 8 Feb to Mon 11 Feb	Hobart Wooden boat Festival	Hobart Tas
Sun 24 Feb	Rye Sailing Day - <i>On the beach</i>	Rye
Wed 10 Mar	APYC Sailing Day	Albert Park Lake
Sun 24 Mar	APYC Sailing Day - 30th Anniversary of Club	Albert Park Lake
Wed 24 Apr	Club Night - TBA	TBA
Sat 27 - Sun 28 April	South Australian Wooden Boat Festival	Goolwa SA

Report – Werribee South Day – (David Stott)

The Sailing Day at Werribee River in November is a long running WBA tradition. It was once one of our biggest occasions for the year called "Ratty Day" as a reference to Wind in the Willows.

This year we had a cool start to the day with showers as we drove to the west of Melbourne. The sun came out occasionally once we were on the water and the wind was a light to moderate south easterly.

Chris Kelly was first there with TakaPunt before 10am. His friend Ian came along as deck hand and to try some fishing. The rest of us rolled up a little later and set about organizing ramp/parking tickets only to be told by local fishermen that the ticket machine had been vandalised and stolen. The council had put up a sign saying "sorry for the inconvenience" It was an inconvenience every one of us was happy to bear.

David Stott launched Penguin with the minimal help of his deckhand Boris who happens to be a Staffordshire terrier. For his first time on the boat Boris did well, and kept the other members of the crew in line.



Geoff Carroll's Kibbee, another regular at WBA events, was launched and ready to set off up river with two family members as crew. Jim and Penny followed our small fleet in their two sea kayaks as we headed upriver into the quiet waters and natural surroundings of the river.

Geoff turned Kibbee around after touching bottom a couple of kms along the river and had

lunch back at the ramp. The rest of us found a small area of beach on a bend of the river to get ashore for lunch. Jim and Penny stayed aboard their kayaks to munch their sandwiches.



Jim and Penny had a hard paddle against the wind and tide to return to the ramp while TakaPunt took time out for a bit of fishing on the way back. David, Boris and I had a leisurely motor back to the ramp looking at the birdlife and bushland.

Retrieving the boats at the Werribee ramp is relatively easy with the well developed facilities.

Soon after we were on the road home having had a relaxing day and kept up the "Ratty Day" tradition. See you there next year.



Inverloch Classic Wooden Dinghy Regatta (Leigh McNolty)

Sat 26th, Sun 27th & Mon 28th January 2019

The regatta wants boats, especially Jack Holt designs and model boats

The Inverloch regatta is coming up in January next year. As well as all the usual racing dinghy classes and interesting one off classics there will be a focus on the designs of prolific English designer Jack Holt.



This is a special call to get as many Jack Holt designed dinghies as possible to the Inverloch regatta. If you own or know of a Mirror, Heron, Pacer, International Cadet or Solo dinghy that is looking for something to do in January – see that it gets to Inverloch for the regatta.



If it is not ready to be sailed it can be put on display in the stadium for the weekend. Rarer Jack Holt designs such as the GP 14, Enterprise or Lazy E would be welcomed with cheers and applause. And if you can bring a Hornet or a Mirror 16 there is no saying what gifts and favours may be showered upon you.

The stadium will also house a large display of model boats. The regatta organizers would also love to see model boats brought to Inverloch for the stadium isplays.

Please contact me if you are able to help with rescuing any of the above from obscurity.

Please have a look at the brochure promoting the Inverloch regatta which is on the WBA website. Follow the links from the Coming Events section.

Jack Holt is best known as the designer of the Mirror Dinghy, the most numerous wooden racing dinghy in the world by far with over 70,000 built to date. His success with the Mirror was built on his work, beginning after the war, of creating designs aimed at bringing the sport of sailing to the average family. His boats could be easily built at home by people with basic tools and skills. Before Jack Holt's designs such as the International Cadet and the Heron started to spread into sailing clubs around the UK, dinghy racing had been an elite sport, discouraging new entrants. He saw the potential of plywood as a new, cheap, easily worked material for boatbuilding and made it his mission to have his designs sailing in every bay and estuary around the coast. He succeeded.

Leigh McNolty - Ph 0428 218 062



“Hands On Learning” Raft Race – (David O’Dempsey)

Now, I know you have all been impatiently pacing up and down your living rooms waiting for the outcome of the annual Hands On Learning raft race – well, it’s been conducted and But maybe you should hear a few more details leading up to it first!

The students had asked for a Viking Ship concept, and so we went down that path.

I remember that on a previous occasion Bill Jones had correctly advised “keep the centre of gravity low!” and with this advice in the back of our minds, (and leaving it there!) we proceeded to give our craft additional buoyancy and as slim a profile as possible, with the thought of obtaining a sleek, slick, and winning vessel.

The Hull was based on our concept model, and eventually beautifully decorated by the students to their own taste – I was impressed! Some designed, some constructed, some painted, and the end result was a good team effort.



At last the great day arrived, and all hands and support staff (i.e., students and teachers) duly headed off to Mothers Beach at Mornington, unloaded and launched.

Quite a number of schools were represented, and they turned up with a variety of “interesting” craft. The raft from Noble Park was HUGE and was crewed by some similarly scaled students.



I have to report that our club member Loren Flemming turned up with an opposition team and a raft based on a chopped down version of one we had made a couple of years ago. She teaches at two schools, and ended up with a foot in each camp (boat?).



To those who know nothing about raft racing, I guess you are visualizing well trained crews straining on their paddles with smooth and efficient strokes – surging down the 30 metre course, rounding the buoy and returning in a frenzied spurt, attempting to catch that elusive wave!

It's not like that! - The accepted technique appears to be - assemble as many students as can be mustered, throw a couple of bodies on your raft, and push like crazy to complete the very shallow course! As our team were intent on paddling, we didn't do too well in the first event (it may be a good time to mention that our team never seemed to have more than one person paddling at a time anyway, and spent most of the time trying to stay upright).

The second race was designated as a "pushing only" race, and this time we did very well – even though our paddlers insisted on staying in the boat to hinder the pushers.



Loren's team was disqualified because they received outside assistance in the form of being lifted out of the water and carried to the beach by their support crew (not pictured). As you can see, her team was not alone in getting "carried away" with the moment.

It was good to see our team performing well – the face tells it all!



Finally, there was another paddling race, and 4 of us "grown ups" (including Loren) decided to give it a go. It was immediately apparent that 4 adults were going to present a challenge to the internal dimensions and the overall stability of our raft, but never-the-less we easily steamed to the buoy ahead of everyone else - and then we had to turn! And turn we did - right over the starboard side!

The raft day is a wonderful event, and is rightfully looked forward to each year.

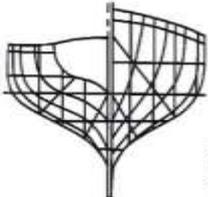


What a great day, and what a great (and wet) time was had by all.

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Travels in the U.K. – Part 2 (Peter Batchelor)

The last time I was in London there had been a fire on board *Cutty Sark*, and she was not open for visitors. Now she is once again open to the public, and I was pleased to be able to finally get to see her. She is located in an old dry dock, and to prevent hogging she has been lifted clear of the floor, and is supported by a steel framework. The entire drydock is roofed over, and connects to the hull at the waterline.



Cutty Sark was built in 1869, and originally used as a tea clipper, bringing tea from China back to England. Steam-powered vessels using the Suez Canal proved to be too much competition, and by the end of the 1870s she was moved on to other cargoes. In the 1880s she switched to carrying wool from Australia to London. She was the fastest ship in the wool trade for over 10 years, but eventually steam overtook the sailing vessels on this route as well. She was sold to a Portuguese firm and renamed *Ferreira*, and by 1922 she was the last clipper still operating commercially. She returned to England in the 1920s, where she was used as a sail training vessel, and eventually was moved to a dry dock in 1954.

Her iron framed, wooden hull was sleek, and she was exceptionally fast. 90% of her timbers survived the fire. Most of her planks are Indian Teak, and the planks close to the keel are American Rock Elm. The only other nineteenth century iron-framed wooden-planked clipper ship being preserved is the *City of Adelaide*.

The dry dock also houses the world's largest collection of figureheads, with pride of place being given to a *Cutty Sark* figurehead of Nannie Dee, holding the tail of Tam O'Shanter's horse.



(Iron Framing)

We spent a couple of days in Plymouth, where we spent some time in the *Mayflower* museum, which is well worth a visit. There's lots to see, and stories of the voyage and the settlement are very interesting. Carrying 102 passengers, and over 30 crew, the ship must have been extremely cramped. With a length overall of around 33 metres, and a beam of about 8 metres, she wasn't that much larger than our *Enterprize* (27m LOA, 5.4m beam), although she did have multiple decks. By comparison, *Enterprize* carried only 10 people when Fawkner's party sailed to Port Phillip.

The Puritan Calvinists who founded the colony of New Plymouth moved to "New England" in the hope of establishing a society where they could practice their beliefs free of religious persecution. As a group, they had already left England for Holland, which was considered to be more tolerant, but they eventually decided on the move to a new English colony as they were concerned about losing their English identity in the Netherlands.

The landing at Plymouth where the *Mayflower* Pilgrims departed is currently undergoing a restoration, in preparation for the 400th anniversary in 2020.



Our other port of call in Plymouth was the Gin Distillery. The tour and tastings occupied a very pleasant hour on a damp day. Interestingly, during the war, when Plymouth had been badly damaged by bombing the Admiralty sent out a signal to the fleet advising that the town and port had been badly damaged, but that the distillery had come through unscathed!

Our final port visit was to Bristol, where we spent most of a day exploring the *SS Great Britain*, and the Brunel museum.

When *SS Great Britain* was launched in 1843 she was the largest and most technologically advanced ship in the world, utilizing both sail and steam. Isambard Kingdom Brunel was the chief engineer for the project, and this was but one of the many innovative constructions that this engineering star of the Victorian era was involved in. He was also known for his work on the development of the Great Western Railway line, tunnels under the River Thames, and majestic wrought iron bridges.

Built by the Great Western Steamship Company, *SS Great Britain* was part of Brunel's idea of being able to buy one ticket that could take you by (Great Western Railway) train to Bristol, and then on to any destination in the world by (Great Western Steamship Company) ship.

The ship cost over £117,000 to build (which roughly converts to \$28,000,000 today), with a cost overrun of more than £40,000.



An experimental technology known as a “screw propeller” was a late inclusion in this ship, which had originally been planned to use paddle wheels. In 1840 Brunel saw an experimental boat, the *Archimedes*, which used a propeller, and he quickly saw the advantages of a propeller over paddle wheels in rough seas. He experimented with a number of shapes before finally settling on his design for *SS Great Britain*. Although it looks ungainly, it is very efficient, and could drive *SS Great Britain* at up to 12 knots!



The wrought iron plates that form the hull are 2cm thick near the hull, and 1cm thick topsides. Looking at her in the drydock you can see the legacy she owes to the lapstrake or clinker method of building wooden boats.

From 1852 to 1881 she operated on the England – Australia route, carrying emigrants. In 1861 she even carried the first All-England cricket team to Australia! Anthony Trollope wrote his novel "Lady Anna" from start to finish whilst travelling from Australia to England. For the England – Australia route her original propeller was replaced with a moveable propeller that could be hoisted up into the hull to reduce drag when operating under sail.

From 1882 she was converted to a sailing ship, to carry coal, but in 1886 she was damaged by a fire, and when she reached the Falklands she was found to be damaged beyond repair. She was then used in the Falklands as a stores ship and coal hulk. In 1937 she was scuttled in shallow water close to Port Stanley, where she remained largely above water. In the 1970's she was refloated, placed on a barge, and towed back to Bristol where she underwent extensive restoration.

Today she is displayed in the dry dock where she was built, but to help preserve the integrity of her hull the dry dock is covered over. In 1998 it was determined that the humidity in the dry dock would substantially corrode her in less than 25 years. A glass roof now extends to the waterline of *SS Great Britain*, covered by a shallow pool of water, giving the impression that she is floating. The dry dock is literally dry, having been turned into a giant dehumidification chamber, where the air in and around the hull is constantly monitored. Data shows that if the iron hull is kept at around 20% relative humidity there is very little increase in the existing corrosion.



Just when you think that you've escaped the maritime links, something new shows up! We travelled to Bath to look at the Roman baths, and whilst there we spent some time in the Victoria Art Gallery. On the first floor, as you enter the main gallery you come face to face with a bust. Not just any bust, but the bust of an Admiral. Not just any Admiral, but Admiral Sir Cloudesley Shovell – the commander who died along with thousands of his men and led to the Longitude Prize.

Well, Britannia was described as ruling the waves, so I guess it comes as no surprise that wherever you turn in England you will be reminded of their long association with the sea.

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The Boatyard

For Sale - Wooden boat (Adirondack Guide Boat) with Hobie Drive



This is a beautifully made marine ply double-ender, very stable, and a smart mover. Easily roof-topped, and if necessary, can be carried by one person (remembering that it is a metre wide).



It's been used at a couple of Wooden Boat Association club meets, and has met with approval from all who have given it a go, or simply admired it's lines.

I now have 6 boats at home and I need room for the next one, so this one has to go – but I would like to cover my costs and the price reflects this.

If you already have a Hobie drive and don't need this one, of course there will be a considerable price reduction for the hull only.

Boat building for the hobbyist can be a bit as embroidery or quilt making is for others – it's fun and satisfying – BUT what do you do with the things when you are finished!



Check out the boat in action at
<https://www.youtube.com/watch?v=P9wC4DBHdjM>,
<https://www.youtube.com/watch?v=hDcaF3jfYg>,
<https://www.youtube.com/watch?v=UEw4bGyeRIU>,
<https://www.youtube.com/watch?v=ChrI2yb5cZQ>,

Contact David O'Dempsey at ddempsey2@bigpond.com, or on 0439 388 885.

Gardner 4LW gen set engine for sale.

This engine can be set up as main propulsion engine and is rated 68 bhp @ 1500 rpm.



It's out of a vessel which was in survey and regularly serviced and maintained by Gardner factory trained diesel fitter, Kevin Riley.

If set up as a main it can be fitted with a new gearbox

Price is **\$13200.00** as is. Additional costs for main with gearbox. Very good condition.

Contact Mainline Diesel Engineering (07) 5547 6777 or visit www.mainlinediesel.com.au "

For Sale – 2 Classics

Henry Scott was the secretary of the WBA during its early formative years. He enjoyed participating and assisting the WBA Vic with then President David Bamford and Committee Members Alan Chinn, Tom & Carole Whitfield, Brian Atkins and others.

Now the time has come for Henry to officially retire his mothballed fleet, and he is keen to find them good homes. No photos at present, but I'm sure Henry will be pleased to have you inspect.

No. 1 - Phillip Bolger - 10'6 Cartopper. \$1500 ono (including tan sail)

It can be sailed, rowed or a small electric motor attached. Comes with tan sail. (A separate trailer and dolly is available for those that would prefer not to put a boat on top of their car). The trailer and separate dolly for the cartopper - **\$750 ono**)

No. 2 - Tom Hill- Ultralight Canoe - \$1500 ono

Approx.12 ft long. Clinker/lapstrake construction, varnished, of near museum quality.

Henry can be contacted on **0412 068 833**.

For Sale - 11ft clinker putt putt "Curlew"

This boat dates from about 1950, is clinker construction using Kauri and Oregon. We restored it 2005, replacing a couple of planks, and rebuilding the interior. Interior is an oiled finish as per original.

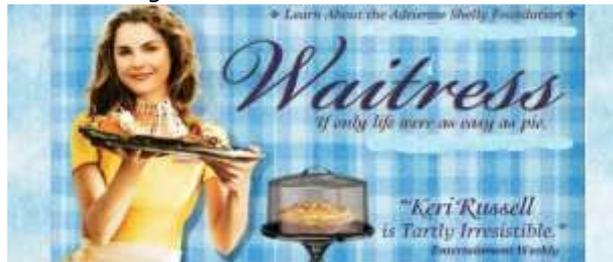


Now powered by a modern Honda GX160 air-cooled 4 stroke 5hp single cylinder engine adapted for use in the boat. It starts easily and is economical, easily does 4 hours running on the 5 litre tank, and has probably had no more than 50 hours use.

Has a sun awning, and is on a registered Dunbier trailer, with spare wheel. Boat and trailer registered until Feb 2019. Includes oars, fenders, bilge pump, anchor and rope. Price? - **\$6,000** Please contact me for more photos or to inspect- David Stott, 0414442518 djstott@bigpond.com

Wanted – More of These?

A group of chaps, all age 40, discussed where they should meet for lunch. Finally, it was agreed that they would meet at the Sea View restaurant because the waitresses there were gorgeous, with tight skirts, and interesting attributes



Ten years later, at age 50, the friends once again discussed where they should meet for lunch. Finally, it was agreed that they would meet at the Sea View restaurant because the food and service was good and the wine selection was excellent.



Ten years later, at age 60, the friends again discussed where they should meet for lunch. Finally, it was agreed that they would meet at the Sea View restaurant because they could dine in peace and quiet and the restaurant had a beautiful view of the sea.

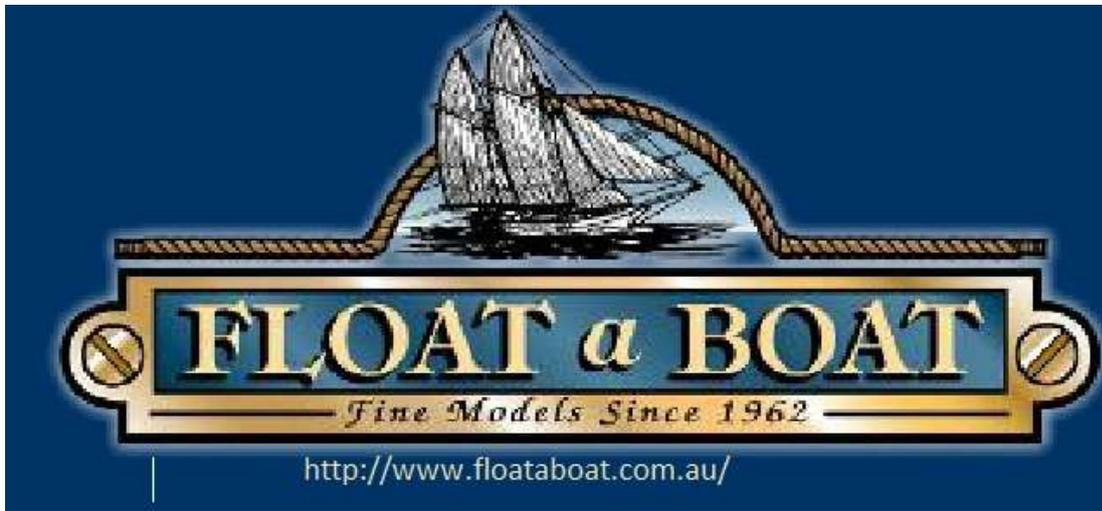


Ten years later, at age 70, the friends discussed where they should meet for lunch. Finally, it was agreed that they would meet at the Sea View restaurant because the restaurant was wheelchair accessible, and had a lift.



Ten years later, at age 80, the friends discussed where they should meet for lunch. Finally, it was agreed that they would meet at the Sea View restaurant because - they had never been there before.





Pa

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Please Note

Opinions and advice

Opinions and advice expressed in Shavings and the Association's meetings are those of the individual originators only. The Editor and the Association's Committee do not necessarily endorse views expressed at such forums.

Participation in events

Participation in events organised by the Association may involve certain risks inherently associated with the perils of the sea or weather which include the possibility of damage to or loss of vessels and equipment as well as injury or death to persons.

Such risks will require the exercise of the prior judgement of members on behalf of themselves, their guests and invitees, whether to commence or continue any particular activity, irrespective of information supplied by the Association, its Committee or officers.

The Association, its Committee and officers accept no responsibility for damage, loss, injury or death arising from these risks.

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