

SHAVINGS THE NEWSLETTER OF THE WOODEN BOAT ASSOCIATION INC.

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

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President’s Report



Well it has been another busy month for me and for many of our members. I spent some time in Japan, Taiwan and South Korea but the WBA ticked along in its usual efficient fashion, many thanks to the committee for that.

I visited the South Australian Wooden Boat Festival at Goolwa along with many of our members. There were even four entries from our group, congratulations to those entries, they were all well turned out. There were 150 boats entered this year and the weather gods were on the festivals side.

Our group at the festival met up with the hospitable South Australian WBA members for a Sunday morning breakfast at the Armfield Slip and talked boats with them over a cup of hot beverage. Many thanks to SAWBA.

While all this was occurring, the Sunday at APYC was a sailing day. Many thanks to Leigh for running the day.

The return trip from Goolwa saw some of us meet on the way back at Nelson to explore the Glenelg River. We even met up with the local boat club for a BBQ and some of our group pretended to fish.

Coming up at this month’s club night at APYC is a talk from Jane Howard and her group about the St. Ayles skiff build.

A sailing day at APYC is next, followed next month by the sailing day on the Maribyrnong River.

.....continued on page 2.

Club Calendar

Wed 22 May	Jane Howard and team - St Ayles Skiff project	APYC Upper Hall
Sun 26 May	Sailing Day	APYC
Wed 19 June	Talk to the Alan Chinn Award nominees	APYC Upper Hall
Sun 23 June	Sailing Day – Maribyrnong River	Warmies, Williamstown
Sun 28 July	AGM and Sailing Day	APYC
Sun 25 August	Sailing Day	APYC

President's message continued

An important message is that at the AGM coming up in July we will see the retirement of many committee members including myself.

Please consider whether you would like to nominate for a position when nominations open, new committee members will always be welcomed. A strong committee is the reason why the WBA has so many well run events and we are able to function cohesively and publish our newsletter.

We need a diverse committee to bring new ideas to the club, so again please consider nominating.

At the AGM, we will be celebrating the 30th anniversary of the WBA. With that, we are planning a few things such as photographic displays with members boats. Please dig around at home for photos of past and present projects to bring along as they enhance the good opportunity to talk boats with all members.

That's all for now.

Aye, Andrew

Sailing Day 28 April 2019 (Leigh McNolty)



sailing day. I was more or less the theatre nurse to Graham's surgeon for the refastening of the chine operation.



Whilst a number of our most active members were enjoying the sunshine at the Goolwa Wooden Boat Festival, there was a small but dedicated band of members who met on a cold and dreary Sunday at a nearly empty Albert Park Lake

Ian Baker made an effort to get to the lake by ordering an Uber on his mobile. He entertained us with stories of his numerous boat building projects and other sailing stories.

The lack of water in the lake is going to be a limit on our sailing activities until some sort of deluge occurs. The water was only about a foot deep in most parts of the lake and I'm sure I have never seen it so low.

Jimmy Baillie was by far the most dedicated and optimistic of us. He brought a boat, launched it, and rowed it to the far corners of the lake. *Hunca Munca* proved to be an excellent thin water rowing boat. Geoff Carrol also took *Hunca Munca* for a row around the top part of the lake.

Graham Signorini and I brought the Stringybark canoe out from under its covers and worked on a leak, discovered at the last



We enjoyed lunch together on the upstairs deck despite the overcast day, as we looked out over a lake that was graced with only one boat – *Hunca Munca*.

We were on our way home by 2.30pm after the unusual experience of day of having the lake to ourselves.



Goolwa – a collection of Reports

The Trip to the South Australian Wooden Boat Festival – Andrew Campbell

Hanh and I coupled up *Mars* to the Hi-Lux for the trip to South Australia on Easter Monday. The first stop overnight was at Coleraine just out of Hamilton to stay over with Hanh's friend from secondary school. The next morning saw us on the road again heading for Goolwa.

We set up at Goolwa caravan park in the afternoon and took a quick look at the waterfront where I saw Brian and Penny Moon with their paddleboat *Curlew*.

The next day we did an organised day cruise of the Coorong where we saw the mouth of the Murray River up close then ventured along the Coorong to a few stops on Younghusbands Sound and seeing the freshwater waterholes in the dunes together with the massive aboriginal middens.



Mini Tugboat at the Murray River mouth (I would be more comfortable with more freeboard) Thursday

was ANZAC day and I wandered into town for the dawn service. The rest of that day I spent riding the waterfront at Goolwa on my bike to see the early arrivals for the festival.

Friday was meant to be the day I launched *Mars* but the weather was too windy and the floating mooring I had allocated was not yet in place.

Early on Saturday Hanh and I got up to launch *Mars*. The weather was much better and there was a good crowd visiting the festival. *Mars* was a star attraction in my eyes, dressed in bunting and adorned with fresh flowers, flower and herb garden. As we were the only boat in the festival with a chocolate named after it, we felt obliged to give away Mars bars to the kids who took an interest in the tug boat. *Mars* must have improved my normally homeliness personal appearance as when I was on the boat, I heard lots of ladies remarks of cute, gorgeous and beautiful. I would just blush and thank them!!



Saturday night saw a gathering of the WBA at the Corio Hotel for a meal then we went home in readiness for the next festival day.

On Sunday the SAWBA hosted breakfast at the Armfield Slip. This gave ample opportunity to talk boats with WBA members. The festival was more of the same except for the quick and dirty competition and the putt-putts collectively did a short trip to the barrage just before the last parade. At the end of the day we packed up *Mars* and then went to Jim, Penny, Chris and Andrew place for dinner joined by the O'D's, David Stott and David and Brenda Aires and talked about the trip to Nelson the next day.



* * * * *

Another Goolwa Visit – Roderick Smith

“My Tennessee” was built by Duck Flat (Mt Barker, SA); the first owner had it on display at Goolwa (as Janoralee).



I bought the boat in 2005 and renamed it Jessie II. Because of Jessie II's origins, and I have felt morally obliged to exhibit in every rally since, missing only one year.

For 2019, I booked with deckie Steve for the full Mannum – Goolwa trip aboard the Marion.



We boarded just after lunch on Monday 22 April and I found that I knew most of the crew and some of the passengers from earlier adventures.

The run to Murray Bridge in company with PV Mayflower (it has been restored by the same group) was made in magic weather and we crossed in tandem. Mayflower was slower, (8 km/h vs Marion's 10 km/h), left earlier, but then was overtaken.



Tuesday was similar, with a mid-morning late start and an afternoon finish at Wellington, where we were joined by the 1920s cruiser Ione (a replica of an 1880s), a 1940s RAN patrol boat (modified to cruiser) Bincleaves, and modern cruiser Jabiru (owned by Tim and Anne of WBASA, The crossing was angelic.



Later a couple of Goolwa cruisers met us at Clayton Bay.

We were into Goolwa at around 14.45, then returned by bus to collect our cars.

We had tail lamp trouble on Wednesday night, and delayed until that could be fixed on Thursday. We then paused again at Milang. There was a strong breeze and mild chop at Goolwa but we launched at the Aquatic Club ramp, and got the last spare berth at the pumpout jetty in vanishing light - now

comfortable and secure. Overnight the wind got stronger.



Friday is usually the day for boaties: people arrive progressively, and we get to admire each boat at leisure and catch up with friends and conversation.

However, the wind deterred many from arriving before Saturday and the floating pontoons for small boats would not be brought onto the site until late afternoon (in use for yacht racing until then). The Marshalls asked small boats not to launch until Saturday. Some of the fleet arrived, but most boats with local moorings held off.

Lots of other preparations happened through the day: the council removed the wires along the boardwalk; tents were set up; trailers were positioned. On Thursday and Friday, the tourist railway had steam trains running for holiday traffic. We had a friendly barbecue for boaties that evening.

It was good to see our club members' boats on display too. Andrew had brought Mars; David Stott had brought Curlew, and Alex Pigdon brought Halloween. I went aboard Mayflower for the grand parade, but perhaps only one third of the fleet did (too hard to redock). Although not official entrants, Chris Kelly was there with Take a Punt, Jim and Penny with their sea kayaks, and David and Margaret O'Dempsey managed to sink Slithytove (which was successfully recovered).



This concluded the main program. Nearly all boats go back to home moorings at the end and we had only about seven boats left at the moorings overnight.

My plan had been to go for a day along the Coorong, sleep overnight, then return next day. The wind forecast was ferocious. We went through the lock, past the mouth, up Mundoo Channel, across to the ocean side, back through the lock before lunch, then ambled through the marina canals.

We saw RMBOA friends at home, and paused for lunch with them, then back to the pumpout jetty so that I could walk to the library.

We were now the only boat there; the displays had gone; a huge contrast from the activity only 24 h earlier. We came out of the water at dusk, cooked our own dinner, and continued to Mannum for 23.00.

This had been the best of my Goolwa rallies: helped by the organisation, the weather, my mooring and by knowing so many people already. I'll be back in 2021.

* * * * *



A return to Goolwa – David O’Dempsey

This was our second Goolwa visit, and once again we stayed at the Hindmarsh Island caravan park. Sure it’s a few kilometres from the action, but is very close to a “non pressure” launching beach, and is quiet and rustic - I don’t mean it has bush showers and long drop toilets – just quiet.

We stayed 3 nights there before heading off to Nelson on the way home, and just took it easy.



Yes, we walked across the bridge, looked at the boats and displays, bought souvenirs, chatted to our fellow members, and had a relaxing time.



Did I say fellow members? What a list! There was a much greater turnout at Goolwa than we expect at an event at home! Maybe we should only arrange outings to places at least 800 kilometres from Melbourne! Now, I didn’t get to speak to everybody, but I believe that apart from Margaret and myself, we had Jim Stockton, Penny Braybrook, Chris Kelly, Andrew Cohen, Andrew and Hahn Campbell, David and Brenda Ayers, Alex Pigdon and family, Roderick Smith and friend Steve, David Stott .. and maybe more that I have forgotten (brain getting older!).

Meeting up with people seems to involve such a lot of eating!

After a day of boat inspections, we all adjourned to the local for a meal together before watching the fireworks display on Goolwa’s version of the Sydney Harbour Bridge, and the next morning we were at it again, breakfasting at the Armfield Slipway where eggs, bacon, and a cuppa, were provided by the SAWBA amongst a collection of boats and unusual festival exhibits.



What a nice bunch they are, and it was good to meet and chat. I had been equally impressed the day before at their interesting and well attended tent on the quayside.



I was also taken with the Armfield Slipway men’s shed operation, where the local oldies

amuse themselves with tasks ranging from making simple kits and models to sell/give to youngsters, to restoring old wooden boats. The restoration currently underway of a derelict 16' clinker putt-putt involves the use of the original keel and one (yes, one) original frame, to restore its former glory in a new format as a carvel planked hull. It will look good, boys – wish I lived close by so that I could join your group!



(The Rock!)

Before we attended the final barbeque at the Chris/Andrew/Penny/Jim dwelling on Saturday night, we needed (of course) to observe the Grand Parade. I persuaded Margaret that as we couldn't be in the parade, the right thing to do would be to motor across and observe from the water in our little boat, "Slithytove".

A good trip across the sea and down the mainland shore was made so that we could check out the moored craft of all sorts and sizes, and made interesting by the brisk breeze and choppy water. I did comment that when the captain was getting wet, things were a bit unreasonable, but the conditions ignored me completely and kept dampening my gear. Of course, Margaret suggested that I was uncomfortable, but I reassured her with a comforting untruth.

As we approached the Hindmarsh bridge, I observed a conveniently placed boat ramp alongside the island end of the bridge and skilfully (of course) steered to it, explaining to my crew that we would run up the ramp and watch the Grand Parade from the Bridge's shelter.

It was a good plan, but there turned out to be a few large rocks spread across the ramp which my handy "rock detector" ("the boat") successfully identified by crushing a plank on the port side, and commenced the next phase, known as "sinking"! This was inconvenient.

Making it ashore ok, we needed to get back to our car which was several kilometres away so that we could rooftop Slithytove back to camp. Knowing that our colleagues wouldn't mind missing the Grand Parade for a bit of excitement, I rang Jim with a mayday call, and waited.

You know, it's hard for me to sit still and waste time (unless of course something important needs to be done), so I decided to photograph the offending rocks and then remove them in the public's interest. This I did.

Do you know how slippery boat ramps can be? I found that the culprits who had placed rocks on the ramp had also lubricated it to trap anyone attempting to rectify their sabotage. I got wet! My phone drowned! I didn't take any more photos! Darn!!!

Did we get rescued? Yes, and thank you Chris, Andrew, Jim and Penny for your help and sensitive and caring concern in making sure I was put into dry and warm clothing. Much appreciated.

Did the phone recover after a few days in rice? YES!

Did the boat recover? That's covered in another episode when we talk about the Nelson/Glenelg trip in the next Shavings.



* * * * *



If only I had a bigger Workshop! - The Murray River Design Challenge (From a Goolwa Attendee)

Imagine designing a boat for cruising down the Murray River. Here are the rules for the challenge:

- No petrol or diesel
- Able to carry a fridge and charge phones and torch batteries
- Big enough for two people to sleep on it
- No engine noise
- No vibration.

Sorry, but the challenge has already been won. The successful design used four solar panels, two controllers from an electric bicycle and two washing machine motors to drive paddlewheels.



(Dave, adjusting the location of one of the paddles on River Snail).

The reason that all these components are in even numbers is there are two fully independent drive systems, which enables one paddle to drive forward while the other is driving backwards, giving awesome manoeuvrability.

Those washing machines caused a bit of bother when the boat was being registered because Fisher & Paykel was not on the list of boat

motor manufacturers. In the end its motor was listed as Other, which seems a shame.

Built from exterior plywood and pine from a local hardware store, the owner's aim was to make one trip and then burn the boat at the mouth of the Murray. It's still in use three years later and looks as good as new. Some subtle modifications like allowing the paddlewheel housing to fold inwards for trailering have made it even better.

The trip down the Murray took 40 days and was approximately 2,000km, giving an average distance of 50km per day. Cruising speed was typically 6 kilometres per hour, making an average day's travelling time of about 8 hours. This photograph shows the owner, Dave, adjusting the location of one of the paddles on River Snail.

There are so many innovations in this boat that this short note can't do justice to them. For more information, please go to the Crow's Nest newsletters for October 2018, December 2018 and February 2019, and/or check out <https://riversnail.wordpress.com/>.

I think we ALL need bigger workshops!



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Please phone Jim on 0408 279 179.



For Sale - 1931 4.25 Hp Chapman Super Pup - \$1500

Now that I have completed my restoration of "Larrigai" - my 1898 Hobson's Bay Flattie Putt- Putt I wish to sell the original motor. Did I say original motor? Well it's the 1931 4.25 Hp Chapman Super Pup that has been in the one boat since the motor was new in 1931.

It was running when removed and is complete with a very rare 1970's Dynastart electric starter and generator, exhaust system, magneto, dog clutch, drip carburettor, wiring loom, magneto oilers etc. etc..

It is available in Melbourne.



Condition? Personally, I would give it a good overhaul, but it is operational and comes with spare spark plugs and a reprint of the workshop manual.

Asking price is **\$1500** (negotiable) including the Dynastart (I have seen Dynastarts advertised for \$1500 alone)

You can contact me at bob@aerospacematerials.com.au or on [0418109383](tel:0418109383)

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** or at henry8945@gmail.com.

Wanted – More of These?

Some years ago, Andrew Cohen put an article "5 EASY STEPS TO RESTORING A WOODEN BOAT" in "Shavings", and he recently emailed me a copy. It's a story we all understand so here it is again. Forgive me Andrew, I just couldn't resist changing some steps to a rhyming format.

5 EASY STEPS TO RESTORING A WOODEN BOAT

STEP 1 Find desirable boat in need of TLC

STEP 2 Allow adequate budget, resources and time allocation

STEP 3 Plan job, allow for contingencies

STEP 4 Start project

DID NOT allow for

*The weather that's atrocious, and the hols getting in the way
Supplies that are hard to come by, and tools causing you
dismay!*

*The medical emergencies, the urgent family needs,
work commitments and public holidays, and wounds that hurt
and bleed*

*Plus, bruising and concussion, and fumes that asphyxiate;
and - temporary deafness, palpitations, and fainting, also aren't that great!
Injuries and accidents to you, the family, and the pets,
mean you can't afford the parts you need because you're paying off the vets'.*

*Also, Weddings, Funerals, and other selfish "family" needs;
the "friends", colleagues and passers-by who try to intercede
with unsolicited comments, and offer improvements you should make!
There are days the thing's going on so long it's more than you can take!*

*You find that drinking dulls the pain, and medications help you through the day,
until one evening you've seen it through - and the boat says - "come and play"
It covers all the ups and downs you've suffered over time
And you say "thank goodness that it's finished, ('cos I'm running out of rhyme")!*

STEP 5 Sail boat and enjoy! (note to self - Plan for next project????)



For those who love the philosophy of ambiguity, as well as the idiosyncrasies of English

I went to a bookstore and asked the saleswoman, "where's the self- help section?" She said if she told me, it would defeat the purpose.

What if there were no hypothetical questions?

If a deaf child signs swear words, does his mother wash his hands with soap?

If someone with multiple personalities threatens to kill himself, is it considered a hostage situation?

Is there another word for synonym?

Where do forest rangers go to "get away from it all?"

What do you do when you see an endangered animal eating an endangered plant?

If a parsley farmer is sued, can they garnish his wages?

Would a fly without wings be called a walk?

Why do they lock petrol station bathrooms? Are they afraid someone will break-in and clean them?

If a turtle doesn't have a shell, is he homeless or naked?

Can vegetarians eat animal crackers?

If the police arrest a mute, do they tell him he has the right to remain silent?

How do they get koalas to cross the road only at those yellow road signs?

What was the best thing before sliced bread?

One nice thing about egotists: they don't talk about other people.

Do infants enjoy infancy as much as adults enjoy adultery?

How is it possible to have a civil war?

If one synchronized swimmer drowns, do the rest drown too? (if only!)

If you ate both pasta and antipasto, would you still be hungry?

If you try to fail, and succeed, which have you done?

Whose cruel idea was it for the word 'lisp' to have 's' in it?

Why are haemorrhoids called "haemorrhoids" instead of "assteroids"?

Why is it called tourist season if we can't shoot at them?

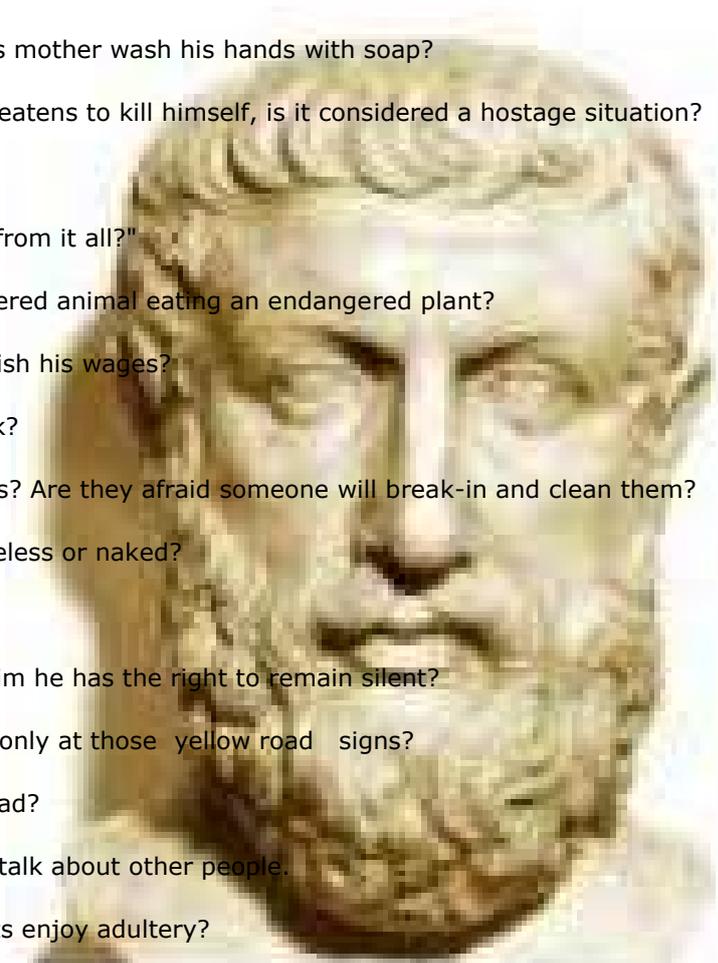
Why is there an expiration date on sour cream?

If you spin an oriental man in a circle three times, does he become disoriented?

Can an atheist get insurance against acts of god?

Why do shops have signs, 'guide dogs only'? The dogs can't read, and their owners are blind!

That's all, folks.



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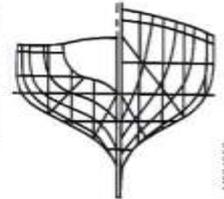
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