

SHAVINGS THE NEWSLETTER OF THE WOODEN BOAT ASSOCIATION INC.

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

President's Report

Our Club night for February was at the Wooden Boat Centre and hosted by Nicholas Atkins. It was great to see the number of members arrive for the presentation or was it the sausage sizzle? Many thanks to all involved in the preparation, cooking, and clean up. Andrew Cohen and Allan Bernardi performed a duet on the BBQ and the hordes were fed.

Nick's presentation was very well received, showing how traditional boat building methods can be enhanced by the application of modern technology. Although Nick did tell me that he would struggle to talk for 30 minutes time went very quickly and the interest level did not wane. Thank you Nick for making your premises available.

Our Rye sail day was held amidst a very crowded parking area, but I understand that the ramps worked well (refer to David's report).

Last weekend was the Williamstown Seaport Festival with the tall ships "Young Endeavour", "James Craig" and "Enterprize".



Our club boats were at Seaworks, rigged and on display where Andrew Cohen kept a keen eye on them and recruiting for new WBA members. He utilised some assistance from the

Pirates Tavern to "press gang" some applicants!



As part of the festivities a cruise was arranged by the "Alma Doepell" Trust as a fund raiser aboard the "Victoria Star" ferry. Some 250 people were aboard for the 4 hour trip from Victoria Harbour to Williamstown then to St.Kilda and back again during which time we had a close look at Naval vessels in port and the working dockyards.

Due to the Grand Prix, there is no access to Albert Park so our club night on the 18 March will aboard the Blackbird for a cruise on the Maribyrnong River followed by a Hotel meal (more detail to come... watch your emails). Spaces are limited so get your bookings in early.

Our sailing day on the 22 March will be at Andrew Cohen's at Patterson Lakes, where you will be able to row, paddle, and putt.

I look forward to catching up with you all at the coming outings.

Happy sailing!
Chris.



Club Calendar

MARCH

CLUB NIGHT - Wednesday 18 March

For our March Club Night, we have organised a one-hour cruise on the Maribyrnong River aboard the traditional Lakes Entrance ferry **Blackbird**. Warwick and Peter Somerville, who are fonts of knowledge about Melbourne's second river, will provide commentary during our cruise upstream.

Cruise commences at **6.30pm** from the Blackbird terminus at **1 Maribyrnong Street, Footscray**, at the bottom of Saltriver Place [Melway 42 E5] Parking is available near the terminus.

Cost is **\$10 per person**, payable on the night, CASH ONLY

As numbers are limited please **RSVP to Chris Kelly ph 0438519033**. If after booking you find you are unable to make it, please let Chris know in case there are people on the waiting list.

After the cruise, we may head to a nearby pub for a convivial meal together.

Sunday 22 March 10am onwards.

While the Grand Prix takes over the Albert Park Lake precinct, we will be enjoying the hospitality and relaxed boating atmosphere at **Patterson Lakes** with host Andrew Cohen.

Andrew's home, at 2 Staten Island, Patterson Lakes, [Melway 97 H6] will be our base for exploring the Patterson Lakes canal system. Launch your boat at the Patterson River boat ramp, Launching Way, Carrum [Melway 97 D6] and motor/row/paddle up to the floating dock (see map below) at Andrew's to meet at around 10.00am. The WBA flag will be waving to ensure you recognise the correct dock where you can moor or raft up. Map available at https://www.woodenboat.asn.au/images/2_staten_Island_3.jpg

If your craft is small enough, it can be dropped in over the small sandy beach near the floating dock – park on the vacant block next to Andrew's. If you aren't bringing a boat, drive to Staten Island and park anywhere, grab a seat in someone else's boat for a tour of the canals.

Meats (and alternatives) for the BBQ lunch at ~1.00pm will be provided, please bring salads or desserts to share, and your own drinks.

If you have any questions or get lost on the day, call Andrew on 0408 033 573.

APRIL

CLUB NIGHT - Wednesday 22 April

Our April Club Night will feature members' short presentations on their boating-related activities undertaken on recent holidays. We know many members are drawn to boat-related venues and activities while holidaying, sometimes intentionally and other times quite inadvertently. We are looking for volunteers to do brief (10-15 min) show-and-tell presentations to share their experiences - interesting events, locations and craft. Contact Penny 0409 250 630, pbsailor55@gmail.com, if you would like to participate.

Other wooden boat events of interest during this time that some members will be involved with. See the WBA website calendar for more info:

- Wooden Boat Festival of Geelong Friday 6 - Sunday 8 March

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Victorian Wooden Boat Centre Club Night – Andrew Campbell

A large number of our members visited the Victorian Wooden Boat Centre in our February club night at Melbourne Docklands.

The Wooden Boat Centre has been in existence for many years and currently run by Nick Atkins. The Wooden Boat Centre provides space for boat building or restoration projects while Nick can provide advice or assistance with projects.

The night began with our members inspecting the projects underway. These were varied between kayaks and canoes, rowboats, sailboats and a mini tugboat. There were many designs which included some of Nicks' own designs.



The night started early enough for the members to share a BBQ. Many thanks to the committee for supplying food and special thanks to our chef Andrew Cohen.



Nick began his talk with a discussion about building boats from a younger person's perspective. He talked about self-built boats being the last mode of expression left to choose your mode of transport and the modern way of having instant gratification from your work, developing skills which are

long time coming and the problems of these which clash with building your own boats.

Nick's strategy is to take away some of the time-consuming jobs with the use of technology. He showed how he could generate an electronic drawing of a boat and convert this to tool paths in his CNC router.



For instance, in the case of a lapstrake boat no longer would you need to loft the building frame, making templates for each plank and cut out the plank manually. With the use of the CNC router the result is more quickly cut out and then assembled. This will enable "seeing" a completed boat coming together in the workshop and leaving the finishing and fit out to complete the project.

Nick then demonstrated his CAD drawing of a random shape and showed how the drawing was post-processed to develop a tool path for the router. He then cut the shape out.



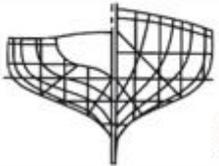
So, where does this all lead? Well in this age of instant gratification, boat building, because of the amount of time involved to complete the varying processes is likely to

struggle in the future. Once we accept that "traditional" boat building can be replaced by modern materials and manufacturing methods, elements of building will be retained by a younger generation of boat builders and there will be a future for boat building.

Anyway, I think a good night was had by all, a look at boats, a feed and a discussion about boats, is there anything better?



Thanks to Hanh Nguyen for the great photos!

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Okay, I'm not really building this punt

Following on from my item in Shavings (volume 30, Number 1) and facing a country-wide ban on building another boat, I made a model at one-tenth scale.

Here is the building jig and the tools; a fine pencil for drawing lines, pins and rubber bands to hold things together and a glue gun. Using the hot glue gun meant that a glue joint could set in seconds. It also meant that fingers could be glued together just as fast.



Here's what it looked like. The frames had to remain inside the hull because the planks are glued to them to hold their shape.



Making a model is an interesting process. The punt turned out to be narrower than I'd imagined. It also showed that the top edge of the bottom plank and the lower edge of the upper plank are straight, dead straight. So I've got to hand it to the men and women of the 1750s for their ability to take straight sided planks, wrap them around some moulds and come up with a craft that had flared sides and rocker. So simple!

I wanted to know how much it could carry because I'm thinking of using it for river trips. By the magic of maths and the metric system, one gram weight in the model is equal to 1 kilogram in the full size punt. That's 1:1,000 so it's easy to work with.

Using an idea described by Harry Bryant in Wooden Boat magazine, I weighed stacks of coins on the kitchen scales and placed them in the boat and watched it slowly sit lower in the water. The stacks in the photograph are equivalent to 450kg, which is over six times my body weight, so there's no question that it's got the capacity for extended river cruising.

Please write to me c/- The Editor and remind me again why I shouldn't build this boat?



Rye Sailing Day – David O’Dempsey and Penny Braybrook

Another Rye Sailing Day done and dusted (the 31st?) – a great tradition of our Club!

What a sight greeted those who arrived keen, enthusiastic, and ready to go! Boats and trailers everywhere. They were parked on the grass, in the street, and as Margaret and I arrived we were greeted by several exiting cars towing their boats elsewhere – they had found no-where to park!

We, however, found a handy patch of vacant grass outside the toilet block (convenient at my age) and did a check around for fellow WBAers and of the conditions.



We knew Jim Stockton and Penny Braybrook were there with “Talisman”, as we were sharing a house together at Rye and they had already departed the premises, and we soon found Geoff Carrol’s “Kibbee”, and the Pigdon’s not so inconspicuous, sky blue, “Halloween”. The skippers and crews were busy debating whether to brave the brisk breeze and the queue to launch, or not. In the end, the

“not” view prevailed, creating a little space in the trailer parking area.

Marg and I noted that the conditions – good for sailing but not for little rowing boats– were similar to those we had experienced late the previous day on our fishing expedition in “Slithy Tove”, and after an hour or two to see the others off to sea, we went back to our accommodation for a cooler, more relaxing existence.

Jim and Penny successfully launched “Talisman” however, and with their friends Charla and Chris Smith enjoyed a happy and long day aimlessly sailing up and down the bay. They were joined by a small fleet of mirror dinghies – Gary Hardy in Peregrina, and Campbell Shaw in his mirror.



Chris and Lachlan McDonald also made it out in their Seafly “Thoura” after safely launching from Chris’s unique piggy-backed trailer setup (don’t fret Chris, I won’t mention your launching ramp difficulties – winning the broken oar award too many times may mean you get to keep it!).



picked up their orders and adjourned to our accommodation to fill up, and wind down.



Did I mention that Campbell Shaw had brought his entire family to share in the fun? Rowena, Mary and Duncan watched dad from the safety of the beach under the biggest beach shelter the world has ever seen, and they also had a great time.

At the end of the day, just as the fish and chips shop closed at 7:00 pm, the survivors

It seems that Lachlan McDonald also has a mirror dinghy, and may well add his to our growing collection? It would be good to see you along again Lachlan, to join Leigh, Campbell and Gary on the water.

For those who are suffering from withdrawal symptoms...

I was sitting close to two men seated next to each other at Murphy's Pub in London.

After a while, one bloke looks at the other and says, "I can't help but think, from listening to you, that you're from Ireland."

The other bloke responds proudly, "Yes, that I am!"

The first one says, "So am I! And where about from Ireland might you be?"

The other bloke answers, "I'm from Dublin, I am."

The first one responds, "So am I!"

"Mother Mary and begora. And what street did you live on in Dublin?"

The other bloke says, "A lovely little area it was. I lived on McCleary Street in the old central part of town."

The first one says, "Faith and it's a small world. So did I! So did I! And to what school would you have been going?"

The other bloke answers, "Well now, I went to St. Marys, of course."

The first one gets really excited and says, "And so did I. Tell me, what year did you graduate?"

The other bloke answers, "Well, now, let's see. I graduated in 1964."

The first one exclaims, "The Good Lord must be smiling down upon us! I can hardly believe our good luck at winding up in the same place tonight. Can you believe it, I graduated from St. Marys in 1964 my own self!"

Being thirsty, I walk up to the bar, and order a drink.

Brian, the barman, comes over, shakes his head and mutters, "It's going to be a long night tonight."

"Why do you say that, Brian?" says I.

"The Murphy twins are drunk again."

Thanks David, another one or two might make it into the next issue as well.

Appeal for information

Bill Collingbern of Yamba has contacted Geoff Carroll, seeking information on the boat he is now refurbishing. Bill runs a welding and engineering company in Yamba which builds large rescue vessels as part of its business. The boat Bill is seeking any information or history on was, he has been told, built by Pompeys' in the 1940s. Originally called "Zephyr" it was later purchased by Peel's Cruises on the Great Lakes and renamed "Seabird". Her construction is of seamed battens and copper roved. He has rescued her and is in the process of refurbishing her in Yamba, NSW. Bill would welcome any information or photos etc. His email address is info@ywe.com.au or can be contacted by mobile on 0417 778 517.

Inverloch Classic Wooden Dinghy Regatta, January 2020 – Leigh McNolty

The South Gippsland Yacht Club has now successfully run seven Australia Day Regattas celebrating the wooden racing and cruising dinghies of our recent past. Well, at least most of us sailing these boats consider the 1960's and 1970's to be the recent past.

This was the first year that the number of entries did not exceed the entries in the previous year. The small decline from 60 entries to 55 was attributed to the bushfires over the preceding weeks and some nervousness about visiting Gippsland, even though the nearest fires were over 200 kilometres away from Inverloch.

The weather favoured the regatta yet again with good sailing breezes for all three days. The shifting sands and the tidal currents provided the usual challenges to those who sail on Anderson's Inlet.

Variety is the essence of the regatta with social events on and off the water, racing events, novelty events and displays of models and vintage skiffs in the stadium, however the key focus is the variety of boats that are brought to the club yard and the beach for sailing out on Anderson's Inlet.

To begin the catalogue of unique boats at the regatta, sailmaker Mark Rimington brought his St Kilda 8 foot skiff named "Keith" for its first time in the water since its extensive restoration. Once a popular class at Albert Park Lake and the old St Kilda skiff club, Mark's boat is probably the only one still sailing. Built by Mouldcraft using the same hotmoulding process as our Port Phillip 12, this boat looked stunning with its varnished topsides, new deck and original Tasker sails. A perfect Aussie skiff in miniature.



(Photo : Tim Wilson)

"Keith" was a handful to sail even for Mark, a champion sailor, and he said he has a spinnaker belonging to the boat that is yet to be hoisted!

Reuben Kent is a young boatbuilder who has worked with Tim Phillips at the Sorrento Wooden Boat Shop and now works at the Maritime College at Launceston. He sailed his Arch Logan designed Silver Fern class "Gussie" for the boat's second appearance at the regatta. The class is well known in New Zealand where Arch Logan was a legendary designer and boatbuilder. Reuben completed an extensive restoration of the boat a few years ago and sailed the boat hard in the regatta races (to the point of a capsize in the Sunday race). This is a brilliant example of a traditional carvel planked, copper fastened racing class dinghy.



(Photo : Oliver Hartas)

Greg Barwick, a WBA member, is one of the enthusiastic instigators of the revival of the Australian Sailfish class. A class that was thought to be no more has made an astounding comeback with numerous boats now sailing – and racing – in three states. The Inverloch regatta, and Greg, have been central to this miraculous resurrection.

Here is Greg aboard his sympathetically restored and very original "Bruce" No. 2028 enjoying a bit of downwind sailing in a light breeze on the Inlet. (Photo : Oliver Hartas)



The winner of the **Best Sailfish award**, Peter Weiss came from Cairn Curran Yacht Club (where he is Treasurer) with his newly restored "Fish and Chips" to enjoy the competitive racing against some of the Sailfish champions of the past. There were 10 Australian Sailfish on the water at this year's regatta.



(Photo : Greg Barwick)



(Photo : Oliver Hartas)

This is Dale Watson sailing his Sailfish "Super Trooper". This photo shows something of what sailing these minimalist wind machines is about.

WBA founding member Roland Johnson, who died last year, designed the Fairy Penguin dinghy as a simple training dinghy for easy kit construction. He sold the plans and kits through his business Marine Timbers in Mulgrave. Graham Sibson brought along his neat and original example of the class and sailed it in the regatta race. The regatta aims to bring rare boats out of sheds and garages and onto the water, and it is great to see another example of a rare class sailing in a good breeze with the other boats of its era. The WBA has a set of plans for a Fairy Penguin dinghy (see David O'Dempsey)



(Photo : Oliver Hartas)

The vintage Sydney skiffs which were on display in the Inverloch Stadium were boats that are too fragile, rare and precious to be on the water or are in the middle of a restoration.

The 1930s 12 foot skiff is a family heirloom of Ian and Elaine Temby. The boat is in mid restoration with planking repairs nearly completed and new steamed ribs to go in soon.

Tony Siddon's batten seam construction 16 foot skiff is of a similar era and has the original gaff rig and sails which looks staggering in size under such a slippery shaped hull. The boat was sailed in the first regatta but is now in need of major work before going back in the water.

Frank Raisin's 1970's plywood 16 foot skiff was on display in the stadium as a bit of contrast to the older skiffs. John Fairfax completed a major restoration on this boat a few years ago and it is still looking in good shape.



(Photo : Oliver Hartas)

This is just a sample of the boats which I thought were particularly interesting. I could have featured the Wayfarer cruising dinghy sailed by Phil Jude, another visitor from Central Victoria. I was highly impressed by the work of Tony Landy in building an Ian Oughtred Arctic Tern design. There were three Rainbow Class dinghies representing this highly popular design

from the 1960s and a couple of Gwen 12s, one of which has just had complete restoration by Andrew Chapman and his wife Marion.

The Moth sailors from APYC, Jonathan Pulham, Graeme Cox and Harry Cox represented this class which has such a historical connection to both Inverloch and Albert Park Lake through the class founder, Len Morris.

The eclectic collection of boats made a great spectacle on the inlet for spectators on the shore and for those circulating round the course in the regatta races.

If you wish to see more, go to the South Gippsland Yacht Club website and view the videos created by Oliver Hartas who makes his living travelling the world making videos of yachting events. Most of the photos in this article are also by Oliver Hartas.

There will be another regatta next January with a collection of interesting boats. Who knows what we will see next year. The only way to see the whole list of entrants is to be there. Hope to see you there.



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More photos at <https://www.woodenboat.asn.au/for-sale-or-wanted.html>



Holden 253 engine for sale

The motor was purchased in 1987 and has been under the bench for that time. It has Rolco exhaust manifolds with risers and a Rolco bell housing. It has Savage heat exchangers for engine and oil cooling. The engine was stripped when bought but was found to be in excellent condition and was re-assembled.

I am asking \$250.00 which essentially is for the never been used heat exchangers.

Please contact johnmuir2@bigpond.com

More photos at <https://www.woodenboat.asn.au/for-sale-or-wanted.html>



For Sale: Timber Putt Putt "Polly"

Circa 1938 ex Navy sail training dinghy of 12ft, converted to a motor boat and is now fitted with a "Hall" single cylinder 2 stroke motor of 3HP. The motor dates from 1962 and is an updated model with roller bearings instead of plain bearings and has an alloy crankcase. Engine has a sealed fresh water cooling system, and has an electric starter added. Boat is a batten seam carvel construction and has just been renovated with a full repaint. Has a canvas sun awning. On an excellent trailer, which is currently registered in NSW. If sold to a non-NSW resident it will be sold unregistered as the rego cannot be transferred interstate. The boat is unregistered as it is not required in NSW for boats of this power and speed.

Asking price is \$6,000 and offers will be considered. Call David on 0414442518 or email djstott@bigpond.com. More pictures and video of engine running are available. More photos at <https://www.woodenboat.asn.au/for-sale-or-wanted.html>



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For Sale – Oughtred Design "Little Tern" and registered trailer – price reduced to \$5000



For sale is an Ian Oughtred design " Little Tern " gaff rig with integrated launching trolley and registered road trailer. All items are in excellent condition.

I built the boat and trailers myself during 2014 and 2015 from what I consider to be best quality timbers and adhesives - 6mm Gaboon marine ply held together with Boat-cote epoxy.

The boat has been sailed only on the Lysterfield lake (fresh water) and is always stored in a shipping container. Racing in their division 3 with a handicap of 132, the boat performs very well in a mixed fleet.

It has very few vices - I sail it solo with some ease. It would be comfortable with two adults plus a couple of children. The hull shape has considerable reserve buoyancy.

Contact Col Fleming at flemingshome@hotmail.com for further information.

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Visit <https://collections.mitmuseum.org/collection/haffenreffer-herreshoff-collection/> to explore the collection.

Please Note

Opinions and advice

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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.

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So, what has the Editor been doing over Summer?

Last issue I introduced you to my new boatbuilding project – a 16' B&B Yacht Designs Lapwing, so in this issue I thought I'd let you know a bit more about the trials and tribulations of building my first glued lapstrake boat.

I started off by building a couple of saw horses to the appropriate height for this boat. A drop saw made accurate and fast work of the cuts needed when assembling these.

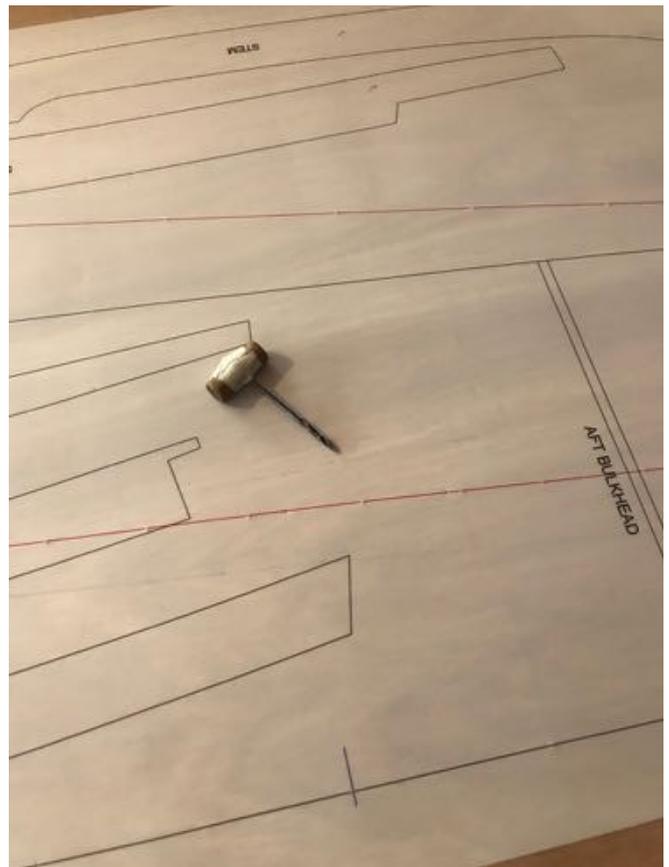
These are used to support the longitudinal bulkheads that the fore and aft bulkheads slot into, along with a couple of temporary MDF bulkheads that help to keep the planks following the correct shape.

When building this boat you don't use a conventional frame, rather, the bulkheads are used in place of a frame, and planks are glued to them as the build progresses. Some parts of the permanent bulkheads are cut away when the boat is turned over, and upon reflection I wonder whether it would have been simpler to make these cuts before starting, and then joining the pieces back together again with temporary battens.

Once they were out of the way, I started making clamps, lots of clamps, using the design I found on the Duckworks Magazine site, at <https://www.duckworksmagazine.com/07/howto/clamps/index.htm>. Although this photo doesn't show it, when in use I covered the blocks in tape, to prevent them from being glued to the planks.



Next, I had to transfer the shapes of the components for the stem from the rolls of mylar plans onto some of my timber. I used a gimlet that had belonged to my Grandfather to prick holes through the mylar and into the wood. These holes were then joined up with a steel ruler and pencil, cut out oversize with a bandsaw, and then planed down to the correct dimensions.



I also made a few Brenne clamps (<https://smallboatsmonthly.com/article/a-lever-cam-planking-clamp/>), with over-centre cams, which could be operated with one hand, but as it turned out, the bulkheads for the boat, when combined with the judicious placement of some F clamps to rest the plank against meant that the lapstrake clamps were all that I really needed.

Whilst building the stem, I was reminded of the benefit of using a soldering iron to heat up a screw, to break the grip of the epoxy locking it in place. A minute or so of holding the soldering

iron on the end of the screw made it easy to remove stubborn screws once the glue had set!



Once the stem had been set aside, I tackled the scarfing joints used to make the double-length sheets I would need for cutting out the planks. I laid out the eight sheets needed, offsetting each sheet by 50mm from the sheet below, clamped everything in place, and used a No. 6 plane to remove the excess plywood. The glue lines between each lamination in the plywood gave me a simple way of seeing how close I was to the required smooth diagonal surface.



When I was happy with the finished surface, it was just a matter of joining two sheets, coating the diagonally planed surfaces with unthickened epoxy, and then gluing the surfaces together

with thickened epoxy, clamping and weighting the panels, and letting the glue dry. These long panels were then set aside for later use.

The next step was to use the gimlet again, to mark out the shapes of the transom and bulkheads on some of the remaining sheets of ply, and then cutting these out oversize, using a jigsaw and then planing them down to the right size.

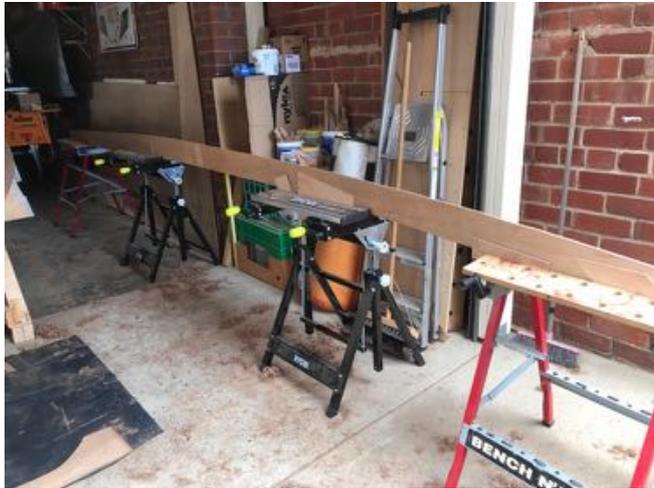
After the transom was bent and glued to shape, it and the bulkheads were then slotted into one another, and placed on the sawhorses. After measuring and tweaking to make sure that everything was level and true, keel batten and the bulkheads that were to remain in the boat were glued and taped together.

Templates for the first two pairs of planks were included in the plans, along with a note that these should be carefully checked, as every boat would be slightly different, and it was unlikely that they would fit perfectly. No, they didn't, and the first plank of the second pair had to be recut. The remaining planks had to be measured, from the previous plank, and the appropriate point on each bulkhead, using a batten to fair a line between the bulkheads – a process called spiling.

I tried a few different techniques, and the one that I found most accurate was to use two battens: one sitting on top of the previous plank, and the other sitting into the notches on the bulkheads where the next plank was supposed to end. Small lengths of ply were then hot-glued between the battens, forming a truss that could be carefully transferred to the plywood sheet, traced out, and then cut and planed to shape.



I already had two folding saw benches, and in order to properly support the long planks I bought a couple of Ryobi benches that could be adjusted in height. This made planing the planks down to the right shape a simple matter, as long as I had a sharp plane! A water-cooled grindstone made that easy to accomplish, and it had to be done regularly, as the glue in plywood blunts sharp edges remarkably quickly!



After the first couple of planks had been glued to the boat, the only place I needed to use screws to hold the ply in place was along the stem. Everywhere else was handled by the lap clamps.

After each pair of planks had been added, I worked along each join with a scraper, removing excess glue, and checking for areas where there hadn't been enough glue squeezing out to indicate a good join. This had to be done inside and outside the boat. I've scraped and sanded the outside of the hull, but I will wait until the boat is turned over to remove the few bits of excess epoxy that I couldn't reach because clamps were in the way. I will also wait until then to run fillets of epoxy along the junction of bulkheads and planks, to reinforce the glue that has tacked each plank against the bulkheads.



On a good day I could get a pair of planks cut and glued. On a difficult pair it would take a couple of days to reach a satisfactory result.



Last weekend I cut and shaped the keel, and cut, steamed, and dry fitted the laminates for the false stem. This weekend I hope to have these glued and screwed in place.

So, lots of progress has been made, and whilst the hull isn't as fair as it possibly could be, I'm happy enough with what's been achieved so far. Hopefully, I'll have more to report next month.

WBA Committee 2019 - 2020

President	Chris Kelly	0438 519 033	president@woodenboat.asn.au
Vice President	Andrew Campbell	0408 847 319	vp@woodenboat.asn.au
Secretary	Leigh McNolty	0467 097 196	secretary@woodenboat.asn.au
Treasurer	Sharon Drinkall	0410 446 720	treasurer@woodenboat.asn.au
Promotions Officer	Andrew Cohen	0408 033 573	promotions@woodenboat.asn.au
Editor	Peter Batchelor	0425 733 532	shavings@woodenboat.asn.au
Activities Officer	Graham Signorini	0425 741 016	
Committee	Penny Braybrook	9457 5086	
Committee	David Stott	0414 442 518	
Library	Geoff Carroll	0437 172 483	