

SHAVINGS THE NEWSLETTER OF THE WOODEN BOAT ASSOCIATION INC.

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

President's Report

This is the President's report when we have had no meetings or activities!

We are now into week six of lockdown and from the emails received we seem to be applying ourselves to the situation reasonably well. Some are continuing with projects...

David Stott's veteran car refurbishment is uninterrupted by other activities away from home, although he did say that he looks forward to going to the shop so he can dress up!

David O'Dempsey... building his nesting boat, although this is on hold while he has a knee replaced. David did tell me that his anaesthetist said that he had a friend who is building a boat who could use some advice (Peter Batchelor!) and that David's postie told Margaret that she knew of a neighbour who built boats (Andrew Yen!).

Geoff Carroll... is continuing his build, see the article further inside "Shavings".

Rob Ripley... is also getting on with his build.

Chris Kelly... is creating dust as well as splinters (report following).

Jim Stockton... creating his coracle.

So, as you can see there is construction underway and we will be interested to see the launchings later in the year.

In idle thought, David's comments reminded me that we are all interconnected (6 degrees removed), so speak well of people as you never know who you may be talking to!

For our "Sawdust" publications, let Penny Braybrook know what you have been doing so that we can maintain contact in lockdown.

See you all again soon!

Cheers, all
Chris.



Spotted online recently

Kirsty Batchelor forwarded the following link to a Norwegian year-long boat building course: <https://www.fosen.fhs.no/en/boat-building/>

From the description on the site: "It takes time to learn a new craft from scratch. You won't learn everything after just one year, but you will lay a foundation that you can build on in the

future. You will get to participate in the whole process, from felling trees in the woods to sailing in a freshly built boat! Most years you can also learn to sew a sail, forge metal rigging, and make rope as elective courses."

If nothing else, the photos in the website are gorgeous!

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Boats I Never Built: No. 1 – Ray Cole “Numbat”. David O’Dempsey

There was a stage in my search for different small boat types that I was interested in designs with twin hulls (maybe I still am?), and I came across the Numbat.



You’ll have to pardon the poor quality picture, but it’s one of the only two photos available, placed on the web by the WA builder who commissioned Ray, and (I believe) who built the only example. Ray said his customer was very happy with the little Sea Sled.

Ray is (was?) a Cheltenham based boat builder who from memory was around 90 when I contacted him, and like a few other vintage boat builders I know was not frightened to have a chat and reminisce about the old times.

I recall he told me about a recent trip he’d made to the NT to assist in putting one of his designs together for a station owner. He needed some 6 metre timbers for as part of the build, and the customers set off to the big smoke in their wagon (not the horse drawn type) to purchase them. Ray reported that it rained that day and also the next. The customer at last returned with - no timber strapped to the roof - or indeed, in evidence!

“Ray”, says his client, “We knew you wouldn’t want the timber to get wet, so we had them cut it up to fit inside”!

Ray spent the next few days scarfing it all back together. It’s hard to get good help.

So what about Numbat? Numbat measures 3.6 x 1.5 metres, and is in reality a small sea sled, and.... Hang on, this is what Ray tells us.

“Numbat is a double chine design based on small panel sizes, overlapping panels, and “stitch and glue” keel and chines, thus obviating the need for those timber members, while utilising inwales, topsides stringers and most importantly, bottom stringers. Thus it can be truthfully said that the design uses construction methods which are neither ‘traditional’ nor ‘modern’. I believe this method

of construction allows all, even those with little experience in boat building, to build a better, stronger, lighter and more durable vessel than many we see in use today. The key specification guiding this design was that she must be as economical to build as possible, consistent with achieving safe, efficient performance under minimum outboard motor power.

Before you start to build her, find a good spot, and a comfortable chair in front of somewhere where you can spread the sheets out. (Kitchen tables used to be great, but they have almost disappeared). Then settle down to read everything in the design package. You will quickly realise, as mentioned in the introduction above, that NUMBAT is a hybrid design of traditional and modern methods using a system of building which tries to pick up the best and strongest aspects of both. There are no timber chines and no timber keel. These are constructed of glass fibre “stitch and glue” joints.

Read and re-read the material in the design package, and study the sheets of drawings, until you are sufficiently au fait with the job ahead to start building the components for the Building Jig.

The design package includes the following:-

- . 1 The drawings*
- . Sheet 1 Lines and Hydrostatic analysis*
- . Sheet 2 Outboard Profile and General Arrangement.*
- . Sheet 3 Inboard profile and Deck framing*
- . Sheet 4 Building jig and construction frame stations*
- . Sheets 5 & 6 Full size half sections*

And - How to Build Instructions, which include a list of the main materials you will require”.

So why haven’t I undertaken this interesting and unusual challenge?

I’d have to buy another motor, build another trailer, and be left with an interesting but unrequired vessel to be sold on at a lossand, the Margaret doesn’t like the look of this beautiful design!!

Club members, the plans are available for FREE if you want. I reckon this would be a drier boat than “Takapunt”, Chris, and probably slicker through the water!

A Tender for Rufus – Part 1. Geoff Carroll

Early in 2019, as I took Rufus out for a sail, I began planning to take her to the Gippsland Lakes for a couple of weeks. I realised that if I wanted to visit some old haunts along the shores of Lake Victoria or the Bunga Arm, it would be easier to anchor off shore rather than run onto the beach. Pushing Rufus off was not a task I relished. So, I started to think of using a tender.

I am not into rubber duckyies (hard to row/paddle if the outboard doesn't fire) and anyway, as a member of WBA it was obvious only a wooden tender would do. Sadly *Bluebelle*, my Shimmy is a little large and has a rather dangerous bow for following behind Rufus. Then fate stepped in as, during a surf on the internet, I came across reference to a Chesapeake Light Craft new design called a Tenderly. One look and I was hooked.

The Tenderly was possible to build from a kit or from plans. I opted for a plans build and they were ordered and duly arrived all 10 metres of them! Fortunately, they were in 3 pieces but I still had to go through and log what plans were on each sheet. The plans come as full sized drawings and are accompanied by a comprehensive construction manual as well.

So after my order of ply and various bits and bobs from B.C.Pacific arrived, I spent many happy hours fighting rolls of paper and wielding an awl to transfer them to the ply (see photo). This is done by pricking through the plan onto the ply and then joining the dots on the ply with a pencil. Then as the end of the year approached and I had a partially stitched dinghy together, I jetted off to the UK and Ireland with the family to meet members of Jill's family and to spend Christmas with old friends in Northumberland. At that stage, I was inclined to wonder what the hell I was doing building another boat!



Well, 2020 rolled around. The legacy of the trip quickly faded as the events of this year rolled in upon us. Now in lock down I can't think of a better way to spend the isolation time than building a boat. It was my first experience of stitch and glue. But I was surprised how well everything came together and I do enjoy wielding a fine bladed jigsaw to cut out each part.

The Tenderly has seven planks the top three of which are sort of lapstrake while the lower ones simply but join and the gaps filled with epoxy. The whole craft gets its strength from two internal layers of fibreglass cloth and one external one below the water line. Before I could start stitching the planks together, of course, much time was spent in fabricating ribs which have reinforced the shape as she was stitched together.

One of the tricky parts was drawing the planks together at the bow using stitches and making sure all the joins lined up to give a straight stem.

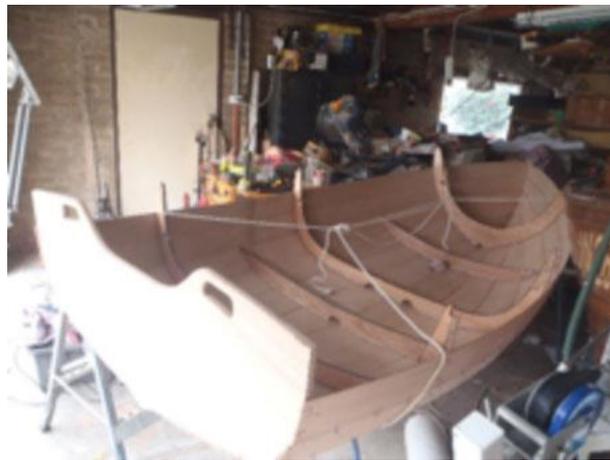


Other than the breast hook, the Tenderly does not use any stem timbers but a reinforced

internal and external epoxy fillet which is reinforced with fibre glass tape.

Finally, in early December, I was able to stitch in the transom and sheer strakes and, at last, I had the complete boat shape to end the stitch part of the construction. In the photo you will notice the rope used to move and position the boat at this stage as the planks were 4mm ply and the sheer strake, 6mm ply, so it was light but very wobbly in the early stages.

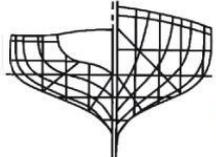
In Part 2, I will cover the gluing stages.



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Repairing Mars. Andrew Campbell

In an earlier Shavings I described how I had a snag burst through the hull of *Mars* when I was on the Murray River in October 2019.

The logical next story is how I did the repair.

The problem was I had a stove in hole that just penetrated the full thickness with a larger effected zone of four full thickness cracks radiating from the hole.

The hull material in the area was 12mm ply, fibreglassed on both sides.

First of all, I assessed the damage to see if an easy solution of pushing the stove area in and filling the hole with epoxy and fibreglassing the damage.

I discovered no matter how much I pushed on the damage, I couldn't push it back into position.

I asked a few WBA members their advice on the repair but no-one seemed to have had to do a similar repair on such thick ply.

On reflection I could have ground back the protruding damage filling in the cracks and hole with epoxy and fibreglassing the areas on both sides and building up where I had ground.

I looked up my books on plywood repairs and it seemed that the recommendation for a full penetration hole was to cut out the damage and insert an 8:1 scarfed plug.

How I did this was I marked out the extremities of the damage. The damage had got to the edge of a longitudinal support but did not damage this so one edge of the plug ran along the longitudinal. I did notice

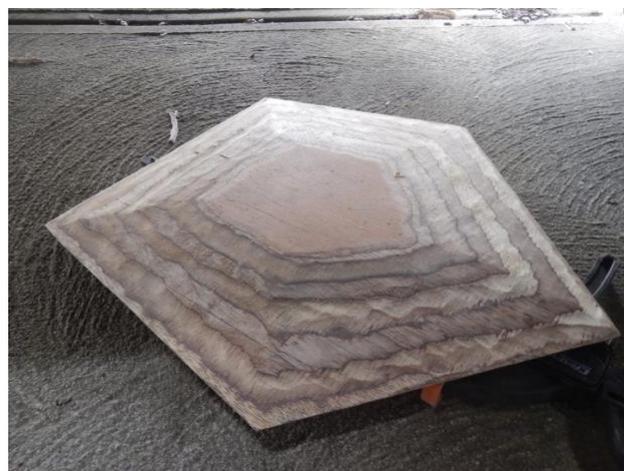
however that some of the adjoining epoxy and fibreglassing joining this to the hull had separated.

Of course, Murphy's Law came into play and the damage was on top of my trailer log, so I needed to drop this before I started cutting.

To start the repair, I drilled ½ inch holes in the marked-out corners then jigsaw cut along my marks.

Using the cut out as a template, I marked the shape on a new piece of 12mm plywood. I then extended these marks 100mm (reflecting the 8:1 scarf). I then cut this shape out.

I then needed to grind (with 4 inch angle grinder and flapping disc) the tapered scarf onto the plug.



Scarfed patch

I then marked out the scarfed shape onto the underside of the hull.

I then had the scary prospect of grinding a matching scarf into the hull. The scary part was not only having matching tapers for the plug to fit into the hole but angle grinding above my face, imagining me dropping the high-speed grinder on my face.



Underside of hull with scarf

I at first did the grinding slightly to one side but this was a bit arduous on the arms and I couldn't really see well enough what I was doing.

I needed to clean out the damage to the longitudinal joint so did this with the angle grinder.

With the amount of sawdust above my face, I needed to wear goggles and because I wear prescription glasses I needed these on as well. The sawdust fouled the goggle lenses, so I added a face shield. I also couldn't help but breathe in the sawdust so I needed to wear a face mask.

In pre-COVID-19 days. I looked like I was dressed ahead of my time by a couple of months.



With the patch and hole prepared I mixed up a runny mix of BoteCote and applied it to the joining surfaces and clamped the plug from under the hull. A more thickened batch was then made to re-stick the longitudinal and add a substantial fillet

I then applied fibreglass tape around all joins in the patch. I also put some fibreglass tape along the join in the longitudinal. When the tape cured, I ground any rough edges. I then cut out fibreglass fabric to cover all the old damage and more.



Upside down fibreglass frightened me because all I could imagine was epoxy resin and fibreglass dropping all over me. I You Tubed upside down fibreglassing, but the suggestion of stripping down to do the job and then cleaning skin with acetone seemed crazy to me. I went the opposite way and suited up with plastic overalls and face shield and nitrile gloves. I thought to reduce the chances of a large piece of cloth having gravity come in to play and the one large piece falling off, I had two smaller pieces of cloth.

Surprisingly I didn't spill much epoxy and the cloth didn't fall off.

With the fibreglassing done, I faired and painted the patch and surrounds to complete the job.



Epoxyed plug and fibreglassing under hull



Job complete

Fibreglassed patch and longitudinal repair

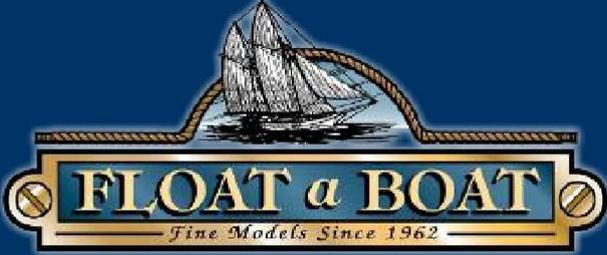
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Building Boats – Part 2. Chris Kelly

All the build components of my "Garvey" skiff have now been CNC routed, cut away from the ply panels (9mm and 6mm) into piles of barely recognisable parts.

These parts have been epoxy glued together to make up the stem, transom, internal side benches (laminated from 3 pieces of 6mm each), floor supports.

The hull panels are also glued together, hopefully drying over the weekend ready for sanding and then fitting to the building jig, stitched and filleted.



The internal bulkheads, side benches, bow and transom. I hope to have fitted in the next two weeks. This is the plan.

I have also included photos of the build jig, laminating jig, hull panel jointing system



and the glued up hull panels, port and starboard sides and floor.

The digitised system of build reduces the construction time by pre-cutting the

components. Does this detract from the aesthetic experience of the build? No I don't think so, the end result is the same it is merely a different path to get there.



Nick Atkins has been a great help during this process and I would recommend that

if you are contemplating a boat build that you investigate the possibility of doing so at the Wooden Boat Centre.

I will continue with updates as I progress.

Chris.



Lapwing news

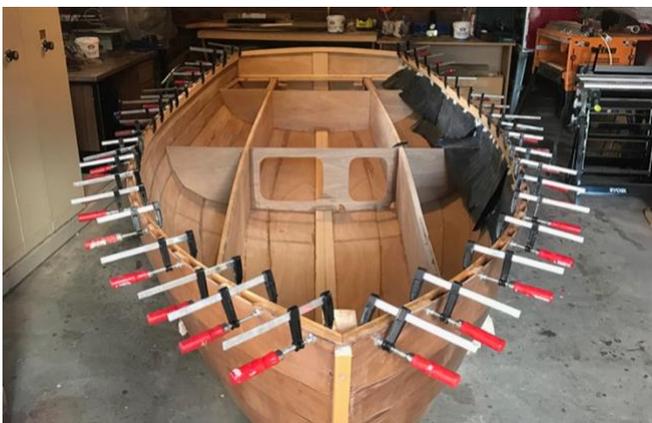
This month seems to have slipped away, with only minimal progress on my boat, but looking back, there has still been quite a bit achieved.

I've extended the buoyancy chambers further forward, to meet the hull, cleaned up some of the inside of the hull, and I've also installed the inwales and dry fitted the gunwales.



Firstly, the spacer blocks were cut and glued in place using spring clamps made from a couple of pieces of PVC tubing I had tucked away against the day when it would come in handy.

Once the blocks had been cleaned up and the epoxy had cured, the Hoop Pine inwales had to be fitted. Each inwale was made of two thinner pieces of timber, which made it easier to follow the curve of the bow into the stem. After a few days clamped in place I took them off again, applied epoxy to each block, and glued the first of the strips onto the blocks, clamping them in place until they had dried. Then, a series of screws were added, to further hold the inwales to the blocks. Finally, epoxy was applied along the length of the first strip, and the second strip of the inwales were clamped in place and cleaned up.



Whilst the inwales were drying, I was able to start adding the framing timbers to the aft bulkhead.

The gunwale is made of a Eucalypt species, which should look great once treated with Deks Olje. Again, the timbers were cut to form two thin laminates and shaped to meet the false stem and the transom. To make the strips long enough, I made a jig that the strips could be clamped to and then run through my table saw, to cut a 10:1 scarf joint. There was a fair bit of experimenting, and some false starts before getting this right, but the results are great!



It took a couple of weekends to fit the gunwales to my satisfaction, and after a few days of clamping I drilled and countersunk, and screwed the gunwales into place. Later this month I'll take them off again, and glue the strips together, with a strip of plastic stopping any excess glue securing the strips to the boat. I'm planning on bedding the gunwales in a caulking compound, so that by removing the screws I will be able to take the gunwales off to repair or replace them at some point in the future.

With temperatures dropping, it was time to make a box to keep my epoxy warm. A large plastic container, and some core flute board worked well, and a 7 watt light bulb seems to be enough to keep the epoxy at around 15°C.

My work's been keeping me rather busy at present, so I didn't get as far this month as I would have liked, but at least this does give me plenty of time to think through problems and come up with potential solutions, and I have to say that I am really enjoying the challenges that this boat keeps throwing at me...

Peter

Building a Curlew. David O'Dempsey

A couple of years ago I downloaded John Tennock's (QLD WBA) plans for his "stitch and glue nesting dinghy "Curlew".

I started cutting out templates of the planks and other bits at the local Men's Shed I attend once a week, and within a short time the project aroused the enthusiasm of 3 of the men, who each declared their intention of building the same boat (hence the templates, to assist in mass production.).

As one chap wanted to sail his version, and John Tennock advised he hadn't envisaged it sailing, I chatted with Tom and Carole Whitfield. Within a few I weeks received Tom's typed and comprehensive comments in the mail, together with an A1 sheet containing modified drawings to assist me. Basically we would have to raise the hull height 3 inches (Tom doesn't do metric), put in a centre board slot in the only available position in the boat, construct Mast, rudder and centre board, redesign the "hold-me-together bits position, attach skegs and.... So on. Tom said he had a sail available.

Things sort of slowed down over the next year, and the others appeared to lose enthusiasm (I told them they could expect to lay out \$800-\$1000 each), and although I had organised all the stuff I required, my templates sat there gathering dust until the COVID-19 restrictions hit us, and like many other club members I got down to serious work (I hear that Andrew Yen is starting off again too. Our Postie was telling Margaret about a neighbour starting a boat, and she was concerned he may need some help. Margaret felt that Andrew would cope ok).



It's coming on, and tomorrow I anticipate breaking out the saw to separate the two bits.

Now I can hear John T. saying "hang on David, my plans call for each half to be constructed as two different entities, only held together temporarily once the gunwale is attached".

Well yes, John, but the changes caused by sticking a sail on it caused me to consider another option for assembly. I don't really like doing stitch and glue, and with having to add a 4th plank to increase the hull depth, I decided to build the thing as clinker, get the benefit of using stringers to get my lines straight, and help get the lines of plank approximately right. Ok, so I had to make changes to the bulkhead shapes, and put in some floating ribs for the upper planks – but, John, I did use your dimensions otherwise, and the plank templates were very handy to use when roughing out my clinker planks.

I've still got all the fiddly and boring bits to go, but I'm happy with the progress. Here's the last layer of gunwale being stuck on.



John's original design can be seen at https://www.google.com/search?q=curlew+nesting+dinghy&source=lnms&tbm=isch&sa=X&ved=2ahUKFwjMwr7Yo_voAhWqILcAHRvhBJcQ_AUoAnoECAwQBA&biw=1396&bih=657#imgsrc=-Y4iAbB0Qn0ohM and the plans downloaded at <https://www.boatdesign.net/attachments/curlewstudyplan-pdf.18563/>

23/4/2020

It's now tomorrow, and the deed is done. Lots more to do, but maybe I can get the cars back into the garage now. Time for a cuppa!



The Boatyard

Bits and pieces for sale

Copper nails 1.25" - 2", Brass screws 5/8" - 4", copper rivets and washers, silicone bronze boat nails 3/4" - 1", various brass fittings, traditional hand woodworking tools, and some timber.

Items located in Research, Melbourne.
Contact : Alan West 03 9437 1253

Heron Dinghy – Free



I have a Heron dinghy that my dad and I spent many happy hours in, that needs a new home since Dad passed on.

Yes, it does look a little tired, and needs a new centreboard case, side decks, and at least, repairs to her bottom, but overall is a worthwhile project. It comes with sails, fittings, and two sets of masts and spars, and is currently stored in Ringwood, Victoria. The trailer registration has lapsed, and one of the cross braces needs tacking back on, but the main drawbar seems sound. Please give me a call if you are interested. I would be sorry to see her become part of a Guy Fawkes bonfire.

Steven Todd – 040282634

Light weight "Sharpie" skiff, rowing /sailing

Designed by Steve Redmond, built by owner.

17' LOA, 3'4" Beam, 2" draught. Built of Gaboon marine ply, epoxy-glued lapstrake. Supplied with oars, sail, mast, sprit boom, rudder, daggerboard.

On an Easy trailer, flat checker plate base and boat launch frame.
Located Melbourne metro area. Sensible offers considered.



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>



Power tools for sale, including:

Ryobi saw table with 254mm saw, Skil router with 6.4mm shaft, GMC reciprocating saw with 1kw motor, Dick Smith soldering station.

Please phone Jim on 0408 279 179.



Do you want to catch up with other WBA members online?

As part of my recent work with teaching associations and other organisations involved in education, I've been running a number of Zoom meetings, and I thought that perhaps there might be some WBA members who would welcome the opportunity to catch up with other members virtually while we are unable to attend our normal meetings and sailing days.

I'm going to host a Zoom meeting for WBA members on **Monday, 11 May, at 8pm**. If you are interested in attending, email me at shavings@woodenboat.asn.au and I will send you an invitation which will contain the login details.

In a Zoom meeting we will be able to see each other (if you have a camera connected to your computer), talk, and share photos and details of current projects.

If you haven't used Zoom before, it's easy. Visit www.zoom.us to download the free software. You don't need to sign up for an account, but you can if you wish (the basic accounts are free).

Go to <https://support.zoom.us/hc/en-us/articles/201362033-Getting-Started-on-PC-and-Mac> for an overview of what Zoom is, and how to use it with a webcam and microphone.

I look forward to welcoming you to our first virtual meeting!

Peter

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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