

SHAVINGS THE NEWSLETTER OF THE WOODEN BOAT ASSOCIATION INC.

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



Two men and a dog in a boat

Jim Stockton came out with Ozzie and me in *Kirsty Ann* during the week. We had a splendid sail, in company with my friend Gerard in his *Shimmy 12*. Gerard took some splendid photos of us in the boat on the water, and Jim thought this one might find a place in the next *Shavings*.

The photo was taken by Gerard Peter van Drempt, who I think is a prospective member of the Wooden Boat Association - Jim and I both encouraged him to join and he seemed convinced.

It was a fantastic sail, from Altona to Point Gellibrand, on a perfect Winter sailing day. I like the Core Sound better every time I sail it, and I have been getting out quite a bit since the lock down was lifted, making up for lost time.

There is a clip of Jim and I sailing taken by Gerard at <https://photos.app.goo.gl/NrMYfyrHasB5jZRb9> - a bit wobbly as it is hard to single handed sail and film in a chop - but you can tell we are having fun.

All the best, Gary Hardy.

President's Report

Last month I said that the restrictions for COVID-19 were easing! Well, I spoke too soon and now we are going back to a more comprehensive lockdown. I am sure that you are all being responsible and following the recommendations to reduce the possibility of contracting this virus.

Our river trip was a success and how lucky to motor through some of the now locked down suburbs (social distancing) by being on the water. A great day, see the report further in Shavings.

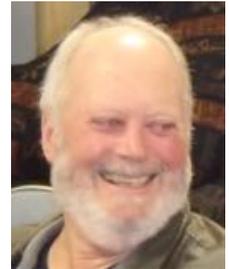
Our AGM is usually held at the end of July but we have decided to postpone this for a couple of months. What format it will be depends on the infection rates and ability to hold physical meetings (watch this space for further information).

This raises a further opportunity for members to stand for committee roles... it is always good to have fresh ideas and as I have said before, you get out of the club what you put into it. So have a think about putting your name forward for nomination.

On the 15 July, Peter Batchelor will again host a "Zoom" meeting for members. The instructions for joining the meeting are in this newsletter, and Andrew Campbell has volunteered to present a pictorial report of his trip on the Murray River last October. We will also be joined by a number of members of the WBASA.

I hope that you can join us, and in the meantime Keep healthy.

Cheers all, Chris.



Membership renewal reminder

A friendly reminder that **membership fees** are now due!

You can make your payment by BPay, credit card or PayPal from the WBA website, or by Electronic Funds Transfer to our bank account: Wooden Boat Association BSB 013260 Account Number 303824509. The annual membership fee has been held at \$70, which represents excellent value for money. Your prompt payment will be appreciated.

Thank you for supporting your club!

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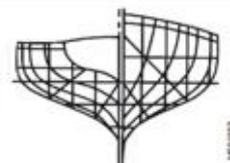
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WBA Annual Weekend Away

This year the Committee has decided Paynesville is the venue for our weekend away. The dates are Friday 23rd October to Monday 26th October. Long term WBA member and Raymond Island resident David Gibson has offered to assist as OOD.

Allawah Caravan Park has a boat ramp and sheltered jetties nearby where boats can stay in the water for the whole weekend. Also, Paynesville needs some patronage after suffering the bushfires and then the COVID 19 shutdown. There were plenty of cabins and campsites available when we made enquiries on 25th June.

To make a booking ring Allawah Caravan Park 5156 7777. The address is 79 Slip Rd Paynesville 3880.

If you have any questions call WBA Secretary, Leigh McNolty, Ph. 0428 218 062. It's always a great weekend for members to get together, with lots to do and see on and off the water.

See you there!

Annual General Meeting

The Annual General Meeting of the Wooden Boat Association, Inc. has been postponed, and will be most likely be held in August, to allow for greater numbers to attend in person.

All positions on the 2020-2021 WBA Committee are open to election at the AGM and we invite you to consider nominating to join the Committee. This is an excellent way to be involved and support your club.

Next WBA Zoom meeting

We've now had a couple of online sessions, and I'm thinking that until we can get together face to face I will keep hosting Zoom meetings for WBA members each month. The next session will be on **Wednesday, 15 July, at 8pm**. During the meeting, Andrew Campbell will be making a presentation on his most recent Murray River cruise. We have also invited members of the WBASA to join us online. You can join the Zoom meeting by going to <https://us02web.zoom.us/j/83418016018?pwd=Q2FQYjZYMjRrQzJOVFYrcGlnMmxnQT09>

Meeting ID: 834 1801 6018

Password: 133212

You can also email shavings@woodenboat.asn.au and ask for the link to be sent to you.

WBA Virtual Jigsaws

If you are a fan of jigsaw puzzles, you will enjoy this new feature on the WBA website. Click on the **Articles** tab, and select **Jigsaws** to find these clever puzzles made from photos on the website.

If you have a photo that you would like added to the existing set, please send it to shavings@woodenboat.asn.au.

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(non-WBA) Murray River cruise

Fran and Ian Cartwright are coordinating the next stage of the ongoing trip down the Murray River. Hope you all get this message and that the COVID-19 virus has not impacted on you too much. Apart from Victoria it looks as though we are having a respite but things could change. I think it will be safe for us to plan to continue our journey from Torrumbarray where we left off last year and continue down the river.

It was mooted that we would do Torrumbarray to Mildura. Who is still interested or interested to do a leg. ie: Torrumbarray to Swan Hill, or Torrumbarray to somewhere else along the way or the whole river segment journey of 722 kms ? (Mildura).

Start date from Torrumbarray would be Saturday 3rd October 2020

1) How many kms are you comfortable with covering per day? Our last trip was a lot shorter and we did about 25 kms per day.

2) Please acknowledge this email so that I know you got the message interested or not. (Email addresses change) Let me know your preference for the length of the trip before I start planning in detail.

Following your response, I will do some planning and get back to you with details.

Tell your associates about it, they are most welcome to join us.

For more information, email Fran and Ian at ianandfrancartwright@gmail.com.

WBA River Trip – 28 June 2020. Chris Kelly

"Oh what a day it was..... " etc.

Yes, the sun shone bright on sparkling waters but the air was cool. We assembled at the "warmies" at Newport as arranged and when your correspondent arrived there were already three eager boaties ready to launch.

- Andrew and Hahn Campbell with "Mars"
- Garry Hardy, Ossie and Gerry with the Core Sound 17
- Tim and Sharon with the recently refurbished speed boat, joined by David and Margaret O'Dempsey.
- Graham Signorini in "Nabari"
- Jen and Norm Boreham with "Flexi"
- Chris and Andrew in "TakaPunt"
- Jim and Penny in the Drascombe Lugger

Boats launched, we proceeded up river to the Maribyrnong confluence then up stream

to Aberfeldie Park where we rafted up to the landing and had a convivial lunch, observing social distancing.

On the water it was a perfect day with little traffic in the morning but by the time we returned to the ramp the car park was full of trailers and a queue was forming to retrieve boats.

It was a fun and enjoyable day to be out on the water again and I hope that it is not long until we can do so again.

Review Gary's video of the day on the website, and enjoy the photos on the next page.

Cheers all, Chris.



Photos by Andrew Campbell and Sharon Drinkwater

Building Boats – Part 4. Chris Kelly

Since my last report there seems to have been a lot of work but not much to show for it!

I guess I am that stage on the inside where jobs get done but the change in appearance is slow...

Offering up the seat tops for fit, planing them down until they do (all were produced 15mm oversize to allow for manual fitting). Beveling the edges and then doubling around where the hatches will be inserted.

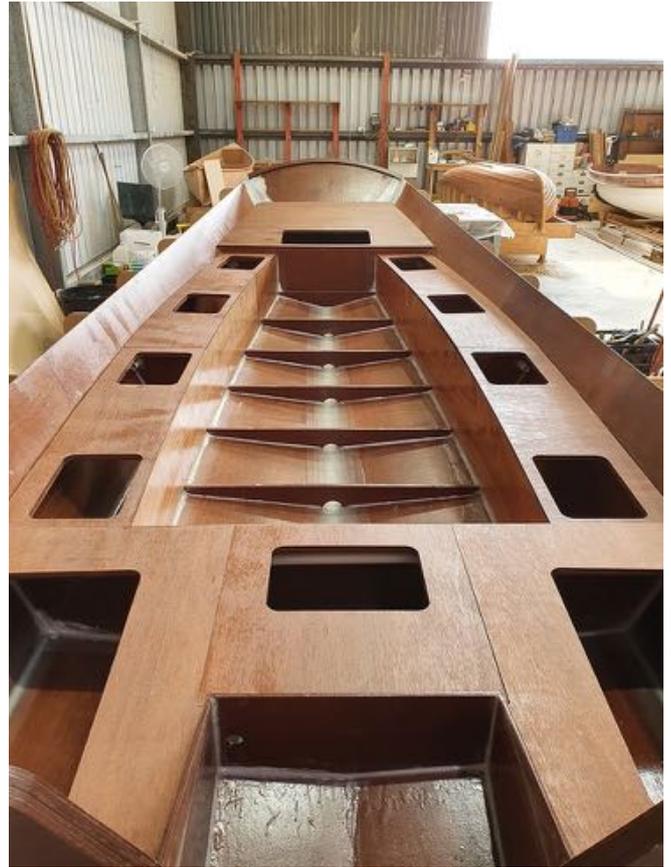
3 coats of clear epoxy over the interior, then fitting the floor timbers. Once everything looks nice, attacking the rear bulkhead with a jigsaw to cut out sections for switch panel / ventilation / hole cutting for bilge pump hose, wiring for motor.

Painting internally to come soon, after the seat tops are glued in place and glassed.

Photos attached for the current status.

More next month.

Chris.



Lapwing news

The weather's been colder, and it's getting harder to pump epoxy from the containers. I've made a hot box to keep the containers in, and I've been using a low-powered light bulb to maintain a reasonable temperature in the box during the week, and then for the weekend I use an incandescent bulb given to me by Chris, to bump up the temperature a bit, to get the epoxy up to a better temperature for pumping, but also trying to not let it get so warm that during the curing I see any amine blush caused by the falling temperatures.

For recent epoxy work in the boat I've taken to placing a small electric heater in the boat and then covering the boat with a tarp and blankets for a few hours at the end of the day, to give the epoxy a good chance of curing without mishap.



Over the last month, added the final floor timbers, and I've made and installed the knees, laminating them out of strips of left-over hoop pine. A pattern was made and fine-tuned, and this was then used to make a jig that I could clamp and bend the glued strips against.



The following weekend I sanded, epoxied, and installed the finished knees.



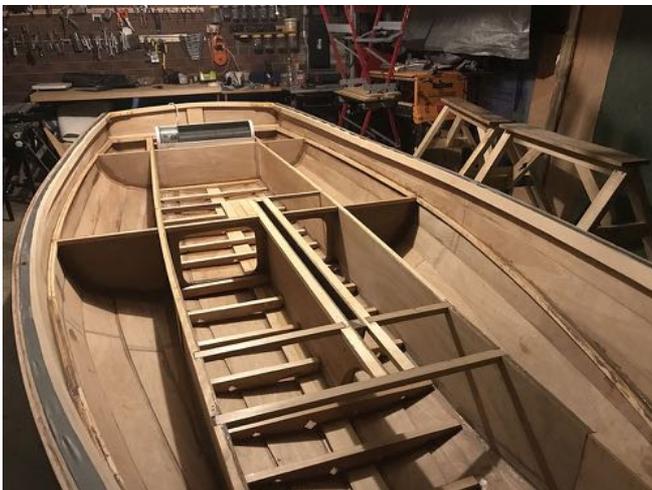
A simple breasthook, and the supports for the main mast thwart, have been shaped and glued in place. The thwart has been dry fitted, but there is still a little bit of work to do on this to get it as tight as I would like. Once it is finished I will be fixing this to the supports with a couple of bolts through each support, making it easy to remove to maintain. It is my intention the shape a semi-circle slot in the thwart to rest the mast against. The thwart will also be used to locate any hardware associated with the main mast.



I've glued up the pieces that the Mizzen mast will slot through, once I cut the appropriately sized hole, and fitted them in between the stringers that will support the thwart at the aft end of the centreboard case.



Then it was on to making and fitting the stringers that will support the seats against the hull. Resting a level across the longitudinal bulkheads, I scribed a line along each side of the hull, marking where the stringers had to be fitted. Wedging everything in place, I completed marking the position of each stringer, and once they had been removed I epoxy coated these areas along the hull. The stringers were then glued up and fitted into the hull.

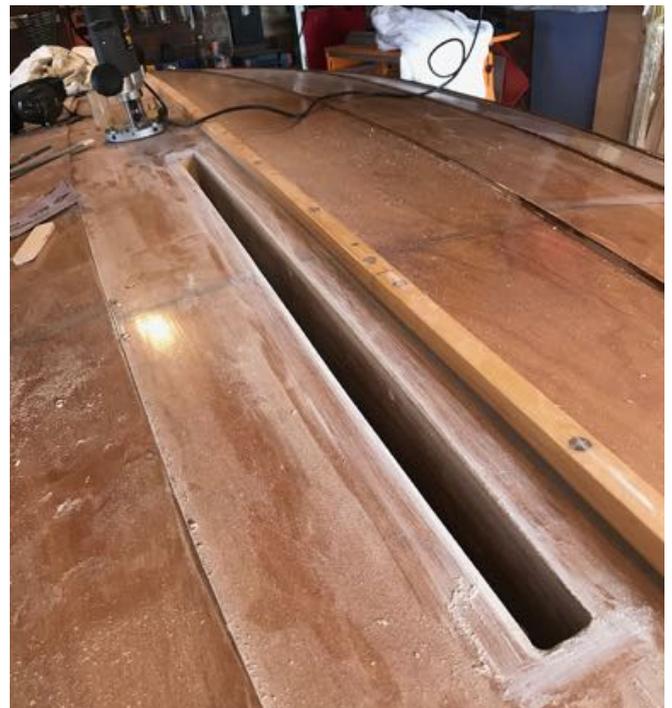


The last job to be completed before turning the boat over again was applying a couple of coats of epoxy in the areas that will be covered by the seats. Corners and edges were brushed. Everything else was rolled, and then tipped with a disposable brush, to get as smooth a finish as possible.

Again, to help the epoxy cure I placed the heater in the boat and covered everything with a tarp to trap the heat.



The boat is now upside down again, and the base of the centreboard case has been finished, with the sides cut to level with the inside of the case, using a router and a rasp, and then sanded, epoxied, and taped.



I've started experimenting with scrap wood and my table saw, to work out a good way to make the diagonal cuts needed for each length of timber to be used in the birds mouth masts, but first I have to do some more sanding, and paint the bottom of the boat – something that will keep me occupied for the next little while ...

Peter

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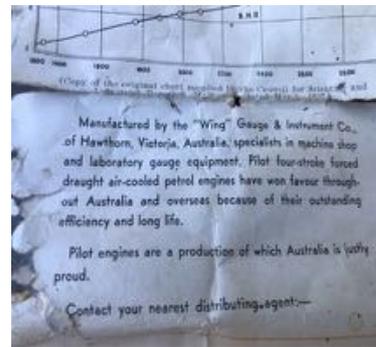
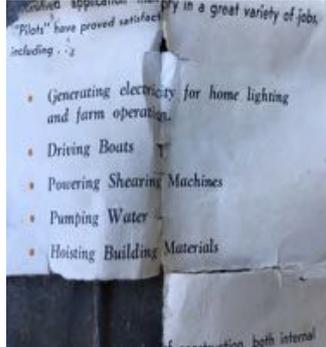
The Boatyard

For sale

Vintage (1950's) "Pilot" 2 hp 4 stroke air cooled engine perfect for an old boat. \$400

Made by the "Wing" Gauge and Instrument Company of Hawthorn Victoria in the 1950's, this unused engine in original condition (and with original moth-eaten brochuresee photos) was made for marine use and other applications. This engine was bought by my late father with every intention of using it in his wooden dinghy but never got around to it so we are looking for a good home for it to go to! Will deliver to Melbourne suburbs. History and specs can be found at <http://www.oldengine.org/members/kennedy/wing/gauge.htm>.

Contact Peter Sanguinetti: Petersanguinetti1@gmail.com or phone 0419801517



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

GIFTED to a WBA good home.

"Gulliver " is a 15' half cabin runabout, with a 15hp Mercury motor, trailer, navigation lights and VHF radio. Gulliver has been with the one owner (Lyn Dugay) for her life and has served him well as a day boat / camp cruiser / fishing boat. Always reliable and easily handled. Lyn feels that the time has come for someone else to enjoy the benefits of being custodian to a well found wooden boat and to enjoy the pleasures of not rushing, then slowing down.

If a WBA member is interested in this generous offer, please contact Lyn Dugay on 0417 660 919.

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. Phone: 0438519033.



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.

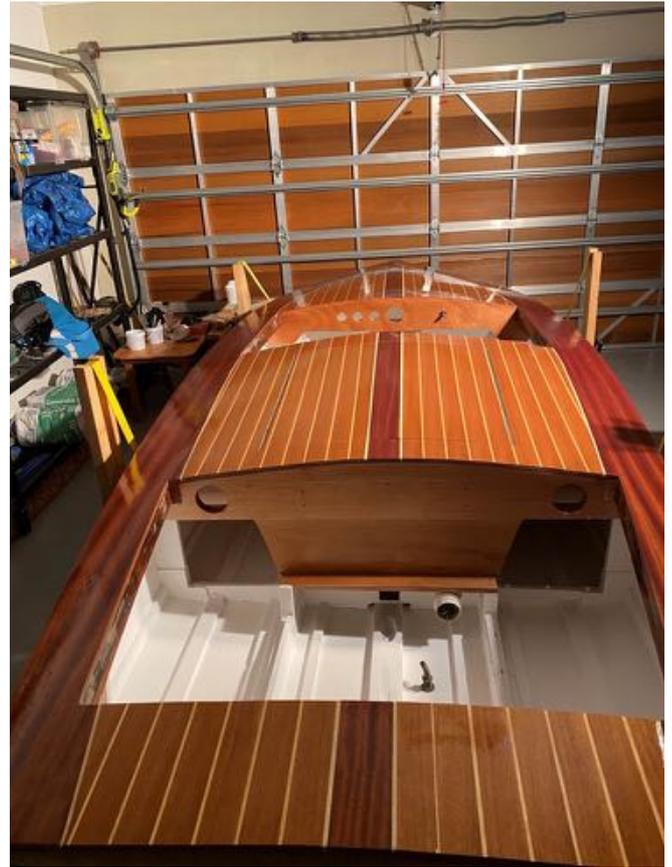
Asking price is \$6,000 and offers will be considered. Call David on 0414442518 or email djstott@bigpond.com. More pictures and video of engine running are available. More photos at <https://www.woodenboat.asn.au/for-sale-or-wanted.html>



Need some Awlgrip paint?

Ed Wright has been conversing with David O'Dempsey about progress on the restoration of his powerboat.

He has a number of cans of unused paints left over, looking for a good home. If they are of interest to you, you can send Ed an email at ed@xmarketing.com.au.



But wait ... there's more ...

David O'Dempsey keeps sending them in, so what can I do but print them?

An American decided to write a book about famous churches around the world. So he bought a plane ticket and took a trip to Orlando, thinking that he would start by working his way across the USA from South to North.

On his first day he was inside a church taking photographs, when he noticed a golden telephone mounted on the wall with a sign that read '\$10,000 per call'.

The American, being intrigued, asked a priest who was strolling by, what the telephone was used for. The priest replied that it was a direct line to heaven and that for \$10,000 you could talk to God. The American thanked the priest and went along his way.

The next stop was in Atlanta. There, at a very large Cathedral, he saw the same looking golden telephone with the same sign under it. He wondered if this was the same kind of telephone he saw in Orlando and he asked a nearby nun what its purpose was. She told him that it was a direct line to heaven and that for \$10,000 he could talk to God. 'O.K., thank you,' said the American.

He then travelled all across America, Europe, England, Japan, New Zealand. In every church, he saw the same looking golden telephone, with the same '\$US10,000 per call' sign under it.

The American decided to travel to Australia to see if Australians had the same phone. He arrived in Newcastle Australia and again, in the first church he entered, there was the same looking golden telephone, but this time the sign under it read, '40 cents per call.'

The American was surprised, so he asked the priest about the sign. 'Father, I've travelled all over the world and I've seen this same golden telephone in many churches. I'm told that it is a direct line to Heaven, but in all of them, the price was \$10,000 per call. Why is it so cheap here?'

The priest smiled and answered, 'You're in Australia now, son - This is Heaven, so it's a local call'.

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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