



SCUTTLEBUTT

OCTOBER 2022

"Iorangi", a 52' "A" class Keeler, was built by the Logan Brothers, Auckland, in 1901
Featured in David Forbes - A passion for wooden boats page 4

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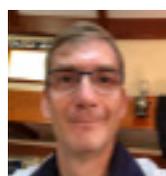
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YOUR COMMITTEE



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0481 583 794



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0423 115 354



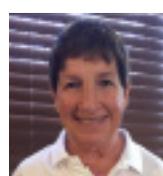
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PRESIDENT'S REPORT

September General Meeting

Hugh Cross returned as a Guest Speaker to outline the Restoration of James Craig. This was a fascinating look at a multi-decade project and an enormous credit to all involved, not just with the restoration but also the current operation and maintenance of the ship.

WBA Member (and Past-President), Peter Gossell, will outline the restoration of the Jib boom on James Craig, at the October General Meeting.

Hugh donated a number of books to the WBA on the evening and also offered the WBA an original artwork of James Craig. The Committee has purchased the Artwork and will establish an on-line Auction (Members Only) for the piece.

Committee Member, John Gale has also donated a model of a Ranger sloop for inclusion in the on-line auction. The Ranger model has a fibreglass hull with deck, spars and sails as per the original.

See in this issue of Scuttlebutt for information about the **WBA Auctions**.

RMYC Timber Boat Festival

The WBA has once again been offered free space on the hardstand at RMYC for the Timber Boat Festival (5 and 6 November 2022). The Committee has discussed possibilities for the WBA to have a presence at the Festival and will update this information in the next 'E' Newsletter.

Members will be invited to assist with a WBA stand if this planning comes to fruition.

Articles for Scuttlebutt

Contributions from Members remain the 'life-blood' of our monthly Newsletter. Since the Newsletter went to 16 pages (from 12 pages) a few years ago, we have been able to maintain a Newsletter that appears to be valued by Members. Earlier in 2022, the 'bank' of articles reached the parlous state of the May and June issues being combined.

The Committee has discussed a number of proposals to generate articles: some of these options have 'borne fruit' and returned the supply to be in a small state of 'surplus'.

Having a surplus does not mean that articles are not needed: the opposite is true as we strive to maintain the standard of each issue.

Please send your contributions to: president@wbansw.asn.au

Each Contributor from the last 3 months will have their name placed in a draw (October General Meeting) to win a \$50 WBA Voucher to be spent on their selected goods: WBA Merchandise; Vouchers from our Sponsors etc. A draw for a \$50 WBA voucher will be held every 3 months.

November Annual General Meeting

The AGM will be held before the November General Meeting on Tuesday, 8 November 2022.

All 10 Committee positions are declared vacant at this meeting. Please see this issue for **Nomination and Proxy Voting Forms**.

This issue of Scuttlebutt also includes a **Notice of Special Resolution** that may be required at the November General Meeting.

Peter Widders



Raffle Winners - September General Meeting

Dee Thompson, Gary (Visitor) and Guest Speaker, Hugh Cross

SPECIAL RESOLUTION

The Committee of the WBA of NSW has approved the development of a **Special Resolution** to amend the Rules of the Wooden Boat Association.

Under the Rules of the Association "each member of the committee shall, subject to these rules, hold office until the conclusion of the annual general meeting following the date of the members' election, but shall be eligible for re-election, provided that a president shall not hold office for more than (3) consecutive years." (P 8 WBA Rules of Association)

Nominations are invited from Members of the WBA to join the Committee. A Nomination Form appears in this edition of Scuttlebutt. Nominations are due to the Secretary by Tuesday 1 November, 2022.

Discussions within the Committee indicate that there may be no Nomination received for the position of President.

The Special Resolution (shown below) will be put to a General Meeting of the WBA to be held at 7.30pm on Tuesday, 8 November. The Special

Resolution will be passed if approved by 75 % of the Members, voting in person or by proxy, at this General Meeting. (P 19 WBA Rules)

The current president, Peter Widders, has indicated that he would be willing to nominate as President for an additional 3 year term with the approval of the Committee.

Special Resolution

This resolution proposes to allow the current President, Peter Widders, to serve an additional 3-year (2023- 2025) term as President of the Wooden Boat Association of NSW Inc.

Conditions

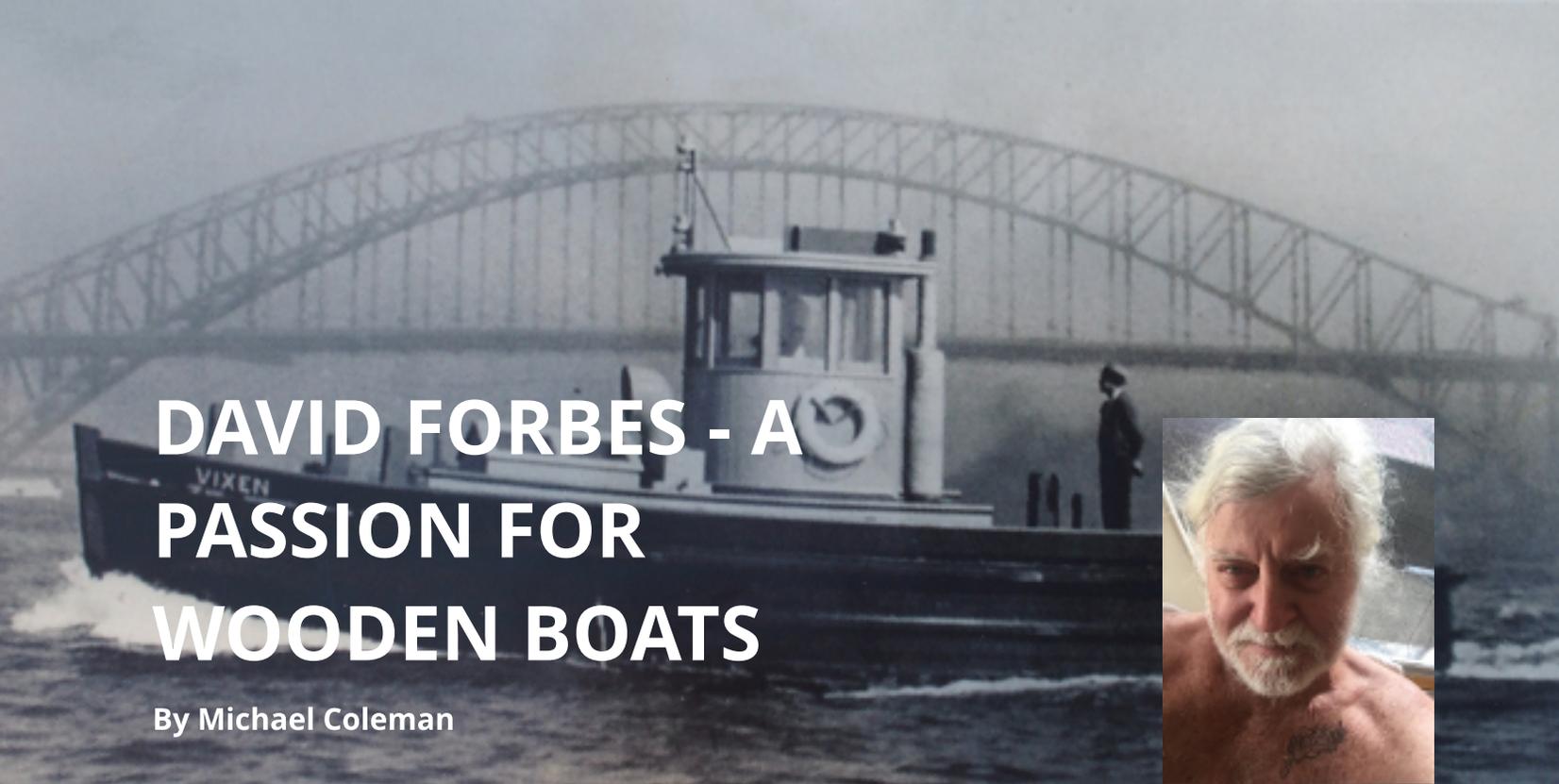
1. If there is a second Nomination for President received by Tuesday, 1 November, this Special Resolution will not be required as the Nomination by Peter Widders will be withdrawn.

2. At the conclusion of the 3-year additional term (2025), the original WBA Rules of Association will remain in force in their totality.

Bill Thompson

Secretary

secretary@wbansw.asn.au



DAVID FORBES - A PASSION FOR WOODEN BOATS

By Michael Coleman

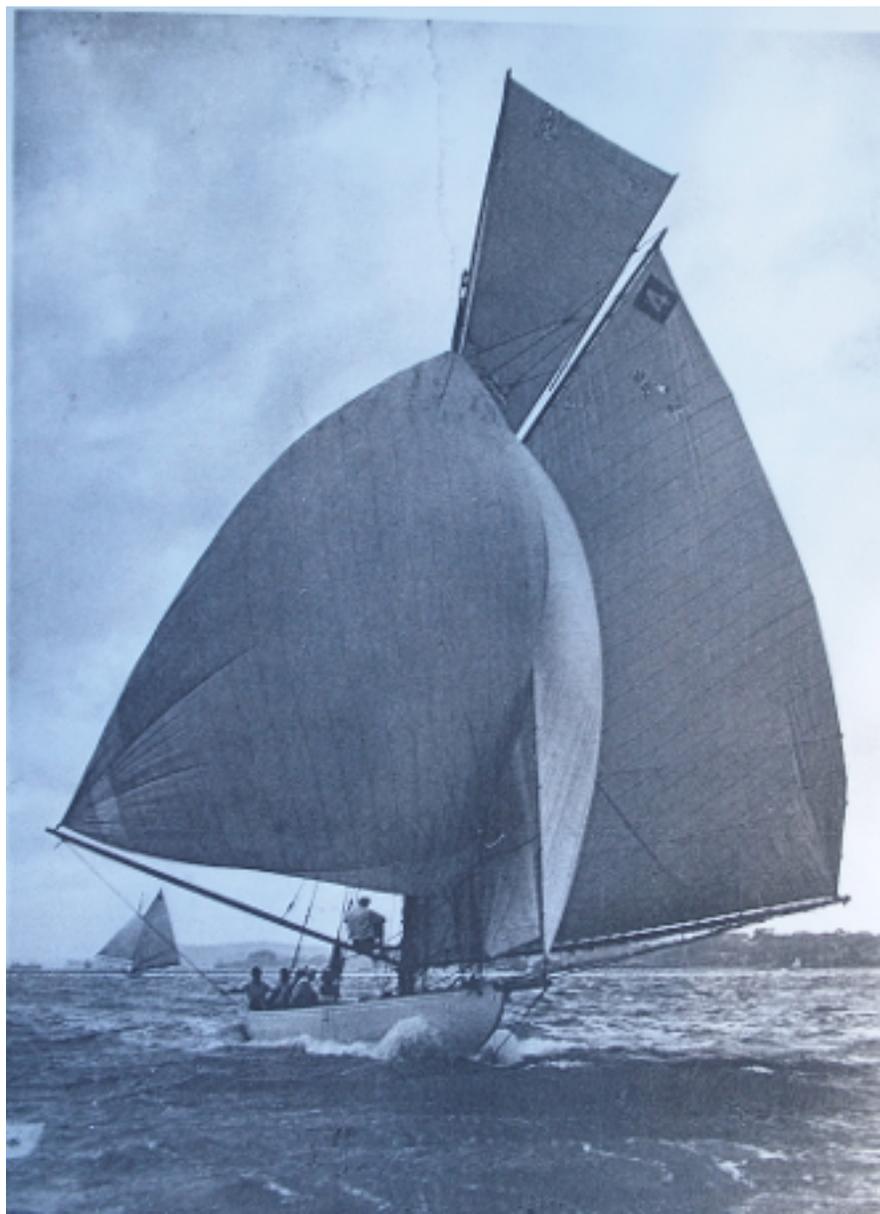


David- an old friend of the author and no relation to the champion Star sailor - has owned several very significant wooden boats during his life. He grew up in Queenstown on the South Island of N.Z. and Wanganui up North, experiencing a childhood of boating and fishing when holidaying in Karitane. As a child he learnt about the ownership, by his grandfather John Morgan, of the racing yacht "lorangi" for which he developed a strong attachment as she represents a deep connection with him.

"lorangi", a 52' "A" class Keeler, was built by the Logan Brothers, Auckland, in 1901, in triple skin "best heart" Kauri, copper fastened, with grown knees, teak hatches and coamings and kauri deck beams and decking, for Alexander Turnbull, a prosperous Wellington merchant. Encountering difficult economic times, he sold it to David's grandfather John Morgan in 1906 who raced her out of Port Chalmers, Dunedin, with such success that the Rudder Cup, (presented by the editor of the famous American yachting magazine "The Rudder", Thomas Fleming Day) was given to Mr Morgan in perpetuity.

Ironically "lorangi" was bought in 1915 by an Auckland harbour master, Captain Mackenzie, co-incidentally the name of David's third boat. She underwent rig changes under the direction of Arch Logan in 1937, and conversion to Bermudan rig after W.W.2. In a testament to those who had looked after her she won her last Auckland anniversary regatta in 1951, 50 years after being built.

When he moved to Australia in 1964 David kept his eye on lorangi. Meanwhile, he bought his first wooden boat, a 40' cruiser, "Blue Peter", moored down in Bobbin Head. She was amateur built by the water near Newcastle in the 50's, carvel planked and with an impressive interior fit-out in red cedar, the joinery of which had been very well done. She was engined





with two Gray Marine 6-71 two-stroke diesels which had been developed by the Americans during W.W.2, but which required a difficult starting procedure; David's wife had to squeeze past an engine with a can of Aerostart and deliver a spray at the exact moment, then extract herself carefully past a now spinning flywheel, to repeat the process on the other side, while not inhaling too much ether herself.

David found a splendid tender for "Blue Peter" in the Halvorsen shed, where a clinker built 12' dinghy was hung in the rafters. It had been built by Harald Halvorsen and was the last remaining of a fleet of dinghies for hire. He named her "Salty", had a lug rig and fincase made for her and recalls her as a fine sailing dinghy.

David and his wife cruised "Blue Peter" throughout the Hawkesbury, on occasion reaching the end of navigation upstream and entertaining clients of his business on board. She was fitted with a substantial galley and equipped with the best cutlery and glassware to be used on the covered outside deck, such that one client was so impressed he insisted on buying her, trucking her to Perth. Of all his boats, David remembers "Blue Peter" most fondly.

in 1997 David was alerted by his sister to the potential sale of "lorangi" which was still in N.Z. Recalling her connection with his grandfather, he bought her and arranged her shipment across the ditch to Sydney. By this time, she had been somewhat altered, gaining a low coach house and an interior set up for cruising, in line with which a Bermudan rig was with alloy mast had been installed so that she could be cruised short-handed. However, the NZ government had a strong view on its heritage items, and included the historic and famous "lorangi" among them, such was the Logan's reputation. When alerted to its sale, the Kiwis asked the Australian government to intervene, and the yacht was impounded in customs on arrival in Sydney.

David negotiated with the N.Z. government, telling them that his intention was to effect a complete restoration back to its original purely racing state. This would include removal of the coach house and a reversion to the original gaff cutter rig. After considerable discussion, the N.Z. government agreed that he could proceed, and lorangi was taken to Bobbin Head where David comments "she made a fine contrast to the row of small Halvorsen cruisers".

David owned and sailed her for four years in Sydney but was always under the obligation to return her to NZ and, as a result, didn't want to undertake the expense of major restoration. He felt he did not get





then returned to Sydney. David bought "Valiant" and moored her in the Balmain area, working to effect various repairs and kept her for 6 years. He said she "made a fine picnic boat" and was sold eventually to a resort owner in the Hunter Valley, who wanted her to grace one of the lakes on his resort, where David believes she remains.

I asked David about the apparent discrepancy between his choice of boats, from sleek racer to fat old tug. "I just like a workboat" he replied, "I think they're honest". He said his pleasure in wooden boats comes from the feeling when he gets on board; stating that the workmanship in all the bits and pieces of a wooden boat is apparent, and that they "just feel right". In commenting on his changes to different styles of boats during his life he said, "People change, but wooden boats don't".

Michael Coleman

the best from "lorangi" as she was sailed largely on Pittwater and the Hawkesbury, with only a couple of trips outside. In 1999 he eventually arranged her sale to new owners back in NZ; the Logan clothing company, (no relation to the builder) for which she would act as advertising, and the Auckland John Gorter. The new owners also intended to return her to her original flush deck layout but retain the Bermudian mast with a fractional rig, a common practise among owners of these early Kiwi built big gaff yachts. This certainly made them practical and not needing of a big crew.

Saddened but not discouraged at having to send lorangi back home, David bought the "Captain Mackenzie", a 50' ketch rigged motor sailer, mooring her in Willoughby Bay in Middle Harbour. She had been built in Tasmania by Jock Muir in 1956 on a contract from the Launceston Marine Board to act as the pilot vessel for the mouth of the Tamar River and was strongly built in 2" Huon pine on hardwood ribs with a teak coach house, decking and coamings. The design was by Bruce Thompson, a Tassie naval architect and she was based at the Low Head pilot station. She carried a gaff rig (largely as steadying sails) and was powered by a 120 hp Thornycroft diesel which was reported to be still going sweetly 1990 (though David recalls a Perkins during his ownership).

Muir was famous for producing some of our finest yachts of the 1940's, 50's and 60's, including "Westward", (1947 Hobart winner), "Waltzing Matilda", "Lass o' Luss", "Maris", (the first Alan Pay Seabird, owned by Jack Earle and made famous latterly by Ian Kiernan) and "Salacia" to name a few. Jock Muir's stated philosophy was "sea kindly and safe;" he was both a builder and designer.

"Captain Mackenzie" worked as the pilot ship for several years then was sold to Trevor Brown in Hobart to do the Maatsuyker Island mail run. She then went to Pilot Services in Sydney for service in the Torres strait. Latterly she was owned by Harry a Carol Littler in the 1990's, who did a lot of restoration work, then was purchased by David, who owned her for four years, selling her to a charter outfit, whose modifications he did not like and so lost track of her.

David's next boat truly exemplified the saying, "from the sublime to the ridiculous", as he bought the wooden tug "Valiant", going from a sleek sail powered racing yacht ("lorangi") and handsome canoe sterned motor sailing ketch ("Captain Mackenzie") to a bluffworkboat. "Valiant" was one from a series of seven timber tugs built by the Halvorsens at their Ryde yard during WW2, all the names of which started with "V". Engine (during David's ownership) with a Gardiner 6LB diesel, Valiant and two sisters saw service in New Guinea

FREE DELIVERY

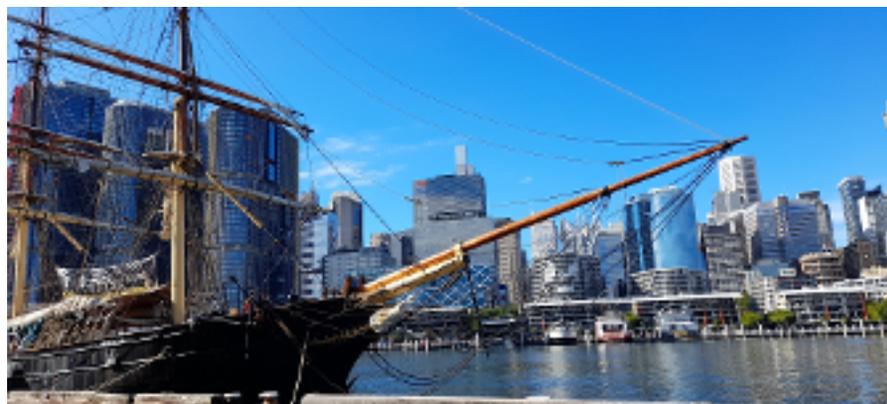


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GENERAL MEETINGS



PETER GOSSELL ON THE "JAMES CRAIG JIBBOOM RESTORATION"

Tuesday, 11th
October 2022



MIKE WARNER - THE ONE DAY PROJECT

Tuesday, 8th
November
2022

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AMERICA'S CUP PART 2 - "YOUR MAJESTY, THERE IS NO SECOND"

By Denis Songeon



Off the Needles, Isle of Wight by Edward William Cooke

After leaving Le Havre in France, the Americans arrived on the night of July 31, 1851 at Cowes and anchored for the night. The very next morning the Laverock, one of the club's newest and fastest vessels, appeared bright and early to immediately insist on a race with boastful self-confidence. The news of this dare was spreading like wildfire and a large crowd was assembling on shore and on the water. NYYC Commodore Stevens, America's skipper, later wrote:

"We were loaded with extra sails, with beef and pork and bread enough for an East India voyage, and were four or five inches too deep in the water. We got up our sails with heavy hearts; the wind had increased to a five or six-knot breeze, and after waiting until we were ashamed to wait longer, we let her go about two hundred yards, and then started in her wake. (...) During the first five minutes not a sound was heard save, perhaps, the beating of our anxious hearts (...). The men were motionless as statues, their eager eyes fastened upon the Laverock with a fixedness and intensity that seemed almost supernatural. (...) It could not and did not last long. We worked quickly and surely to windward of her wake. The crisis was past; and some dozens of deep-drawn sighs proved that the agony was over". They beat the Laverock handsomely.

Despite this unexpected upset, Royal Yacht Squadron members showed the America's crew every hospitality for the length of their stay. However after this initial joust, Commodore Stevens remained unable to find a boat willing to race them despite issuing challenge after challenge to all and sundry, with fewer and fewer conditions as well as increasingly large stakes – up to £10,000! This became *acause celebre* and the press increasingly goaded the gentry. The London Times compared America's presence to that which "the appearance of a sparrowhawk in the horizon creates among a flock of wood pigeons or skylarks". That must have cut. Later: "if she [the America] be permitted to sail back to New York with her challenge unaccepted (...) there will be some question as to the pith and courage of our men".

Finally, after 15 fruitless days, Commodore Stevens entered the America in one of the RYS's annual regattas, the One Hundred Sovereign Cup or "£100 Cup" (sometimes incorrectly called the 100 Guinea Cup) around the Isle of Wight. It was a last resort, a difficult and dangerous course without sufficient local knowledge of the area's famously powerful currents, tides, shallows and fast-changing weather. But also a race RYS members could not escape.

The Americans procured a Solent pilot for the upcoming fight. This absolute necessity was also wonderfully appropriate – after all, their



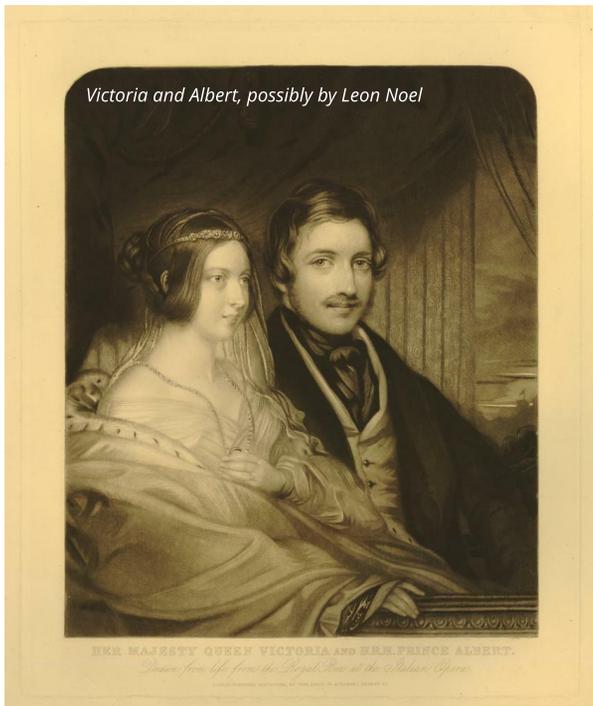
Squally Day in the Solent by Tim Thompson



Yacht America: No Second Place by Russ Kramer



Isle of Wight regatta course, Illustrated London News, 24 Jul 1920



vessel was a pilot boat, not a yacht. A working boat, not a plaything. This fact had not escaped the public. A journalist wrote: "Hers are not the tall, delicate, graceful spars with cobweb tracery of cordage scarcely visible (...) but hardy stocks, prepared for work and up to anything that can be put upon them". Perhaps this helps a little explain why the British pilot cast off all chauvinism and acquitted himself of the task with perfect commitment.

On the morning of Friday 22 August, America's crew faced 8 cutters and 7 schooners ranging from 47 tons (the cutter Aurora) to 392 tons (the 3-masted schooner Brilliant). It was a single class race (i.e. with no handicaps) and she was right in the middle at 170 tons. Large crowds had travelled to The Isle of Wight to witness the excitement. As the London Illustrated News described it:

"At 9.55 the preparatory gun was fired from the Club-house battery, and the yachts were soon sheeted from deck to topmast with clouds of canvas, huge gaff-topsails and balloon-jibs being greatly in vogue, and the America evincing her



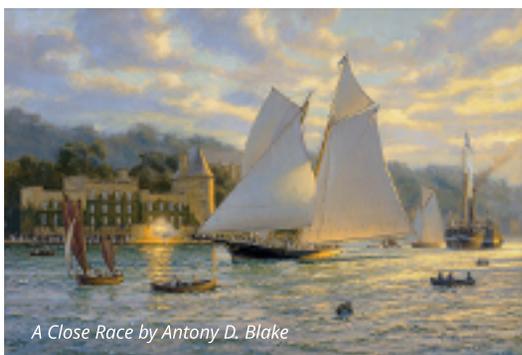
disposition to take advantage of her new jib by hoisting it with all alacrity. (...)At 10 o'clock the signal gun for sailing was fired, and before the smoke had well cleared away the whole of the beautiful fleet was under way, moving steadily to the east with the tide and a gentle breeze. The start was effected splendidly, the yachts breaking away like a field of race-horses; the only laggard was the America, which did not move for a second or so after the others. Steamers, shore-boats, and yachts of all sizes buzzed along on each side of the course, and spread away for miles over the rippling sea. (...)The America went easily for some time under mainsail (with a small gaff-top-sail of a triangular shape braced up to the truck of the short and slender stick which serves as her main-top-mast), foresail, fore-stay-sail [jib] and jib [flying jib]; while her opponents had every cloth set that the Club regulations allow. She soon began to creep upon them, passing some of the cutters to the windward. In a quarter



of an hour she had left them all behind, except the Constance, Beatrice, and Gipsy Queen, which were well together".

America continued to gain ground. Roughly at one third of the 53-mile course, she was one minute from the front runners. By mid-course she was in the lead, and at two thirds she was a mile ahead of the second, Aurora. The weather had freshened, causing some mayhem among competitors: America's jib-boom had carried away (with the loss of her flying jib) as had the Volante's bowsprit; the Arrow had struck bottom in shallows and the Alarm had gone to her assistance.

The America steadily extended her lead in the last, close-hauled leg where she excelled. George Steers's innovations – a hull that does not push water but merely splits it, sails made of stiff modern machine-spun cotton instead of baggy flax- conferred unmatched windward performance to the vessel. She finally crossed the finish line at 8:34pm back at the starting flag-ship in light airs, under a low and dark cloud line. The Queen's signal master, peering from the deck of the Royal Yacht the "Victoria and Albert", was asked by Her Majesty:



- Say, signal master, are the yachts in sight?
- Yes, may it please Your Majesty.
- Which is first?
- The America.
- Which is second?
- Ah, Your Majesty, there is no second.

And it was true. The second to finish, the Aurora, smallest vessel in the fleet, arrived 25 minutes later at 8:58pm. The third, the Bacchante (an 80-ton cutter) at 9:30pm; the Eclipse (a 50-ton cutter) at 9:45pm; and the Brilliant, largest in the fleet, at 1:20am on Saturday. The 10 other finishers arrived later still.

The next day, the America's crew was directed to sail to Cowes's Osborne House, the Queen's summer residence that had just been completed the same year. There Her Majesty and Prince Consort, Elizabeth and Albert, as well as their entourage came on board to congratulate the crew. A cordial conversation and 30-minute visit ensued, the Queen showing keen interest in the vessel's design and construction. Beside this exceptional privilege, the Americans were made honorary RYS members, invited to receptions and warmly received all around. Their achievement was recognised by their hosts in the best sportsmanlike tradition. There was the odd doubter: On one occasion, Commodore Stevens had to grab one of his visitor's legs as he was leaning so far over the America's stern he risked falling in the water. He was looking for a concealed propeller!

It's a story for the ages: The underdogs, a continent away from home, against all odds, who prevailed in a David vs. Goliath struggle against the most renowned masters of their art. It is perhaps also a presage of the coming 20th century's upheaval of the old class system. And of course, of the ascendance of the new world over the old: On learning of this historic victory, Daniel Webster, US Secretary of State, declared in the House of Representatives: "Like Jupiter among the Gods, America is first, and there is no second".



America Rounding The Needles by Russ Kramer

References:

- The America's Cup, How it Was Won by Captain Roland F. Coffin (1885). Book available in online format at archive.org.
- The Lawson History of the America's Cup by Winfield and Thomas Lawson (1902). Book available in online format at archive.org.

WBA AUCTIONS

Members are invited to bid on 2 Auction items:

1. Limited edition print of a Sean Douglas (Graphic Designer) artwork of James Craig. Frame size is 76 x 60 cm.
2. A model of Ranger (fibreglass hull) built by WBA Member, John Gale. Model size is 46 cm LOA – 34 cm LOD

Closing date for bids is Friday 4 November 2022

Bidders will be kept informed of the auction progress and re-bidding is permitted.

Please send bids to Malcolm Boyd at treasurer@wbansw.asn.au

James Craig artwork:

Ranger model:



Wooden Boat Association of NSW. Inc

Appointment of Proxy

Rule 33(2)

I,

(full name)

Of

Address

Being a member of Wooden Boat Association of NSW (Inc) hereby appoint

.....

Full name of proxy

Of

Address

Being a member of that incorporated association, as my proxy to vote for me on my behalf at the annual general meeting of the association to be held on the twelfth day of November 2019 and at any adjournment of that meeting.

My proxy is authorised to vote as the proxy sees fit/in favour of/against *(delete as appropriate)* the following resolution(s)

.....
.....
.....
.....

Signature of member appointing proxy
(date)

Wooden Boat Association of NSW. Inc

2023 Nomination for Office Bearers and Ordinary Committee Members

For election at the Annual General Meeting on
Tuesday, 8 November 2022

I, (print)

Signature:

AND

I, (print)

Signature:

NOMINATE (Print)

.....

For the position of (print)

.....

I, (print)

Accept the nomination

Signature:

Hello I'm TLRRM (The Little Red Rope Maker)

By Dick Bedell

I'm the brain child of a genius somewhere in the world who probably was not a woodworker.

He wrote a program for a new age fandangle thing called a Three D printer. Dick noticed it on the Australis Knots web site. Thank you Barbara for putting the link there.

Dick's son in-law has such a fandangle thing. Dick is a woodworker but is too busy to make a wooden ropemaker, in desperation to make chord he took a chance on me. Lucky fellow!

I was printed using filament made from recycled plastic so I guess that makes me environmentally friendly! My power comes from an old-fashioned hand drill with 4:1 gearing so we get the job done in a way Dick enjoys and my little cogs aren't overworked

Dick is a total novice at ropemaking but between us we have made some chord that he is right chuffed with. Soft and Hard laid are possible. Our record so far is a length 6.3m long, just right for a Kringle mat but who knows what's possible.

Twas nice to meet you

TLRRM



LEARNING THE ROPES METAPHORICALLY AND PRACTICALLY

By Dick Bedell

Life is a crazy matrix of connections that lead us along the path.

One little event leads to another and then there is more that become part of the thread. That's how I come to have a Little Red Ropemaker which was printed on a 3D printer. I bought two small booklets on knot tying at the Whale Museum at Eden in about 2005, both written by Ron Edwards OAM. It was the start of a chain of events that just does not stop. I am now literally learning the ropes, of rope making. Knotting and rope making for me is a pragmatic thing. Make something because you need it. When I needed to leather and collar a pair of oars, out came the books. Then to my amazement I discovered there is an International Guild of Knot Tyers ; well you just have to join don't you. We're even having a conference In Geelong starting 2ndSeptember.

You guessed it I'm going! There will be other rope makers there as well as knot Tyers and I will learn more I'm sure. If you have not come across Mikko Snellman before and you have an interest in rope and knots, find him on You Tube. The IGKT also have a website and Facebook page if that interests you.

Making the mooring lines for my current boat is something to look forward to. In the mean time I will twist some hard laid cotton chord and make key fobs and Kringle mats to grace the house and give away as presents. Now before anybody writes to the editor suggesting I might be making chord (being less the 8mm) rather than rope your right. But lets not split threads.

Metaphorically I am learning some of



the ropes of boatbuilding. With two and two half completed boats under my belt I was getting quite confident about building boats, whatever the size. Do all amateur boat builders fall into this trap? All was going well until it was time to build the cabin. With 55 years of woodwork behind me I was about to have my first stuff up. I deviated from the designers plans for the first time in relation to the curve in the cabin wall, thinking it would look much better with more curve in it. Lengthening it too (which increased the amount of curve again) and constructing it in laminated plywood sheets. I almost got away with it. Thinking about the cost of all the epoxy required I decided to use polyurethane glue. Another mistake for an amateur builder who does not have a vacuum bagging system. Regardless of my attempts to form and clamp it the foaming glue got its own way and the sheets were not sitting nicely in contact with each other. When I shared my blunder with Paul Gartside (the designer) he simple said he would make the designed cabin sides flat on the bench and spring them in. That's why it was drawn as it was. I suspect if I had done an apprenticeship in boat building instead of carpentry and joinery I would have known that and why it was drawn as it was. You live and you learn ; eventually I will forget what the plywood cost. Luckily there is enough timber in the workshop to carry on.

Sharp tools

Dick Bedell



THE PAYNESVILLE REPORT

By Chris Dicker

Excitement is growing for the upcoming Hobart festival. Westwind has been accepted so the telegraph has been rung up to 'full ahead', I am sure many other engine rooms are receiving the same signal. Westwinds last three festivals have all been out of Cairns and though we had quite a few miles to sail there was very little to do with regard to preparation as the boat was always kept in seagoing and presentable condition. As we have been busy doing landlubber stuff for four years there is quite a bit of work to do to bring WW up to standard. I still take the boat out for a spin once a week and she has been on two offshore trips this year but there is nothing like that constant use to make a boat feel she is really loved. Gilli has hung up her sea boots and there is a lot to consider to leave the lake and go out onto the sea. As I write she (Gilli) is up in the air, speeding home from a trip to Germany. I am frantically doing three weeks of dirty dishes, throwing half my unwashed wardrobe away and wondering what to do with the unholy mess in the bathroom. In my defence I have mown the lawn..... well half the lawn until the neighbour offered me a beer.

Rosherville has not been neglected, far from it, I 'think about her all the time'. The 38mm hole I bored for the stern tube is not big enough.. It has to be bored out to a wapping 43mm. Luckily I have the old prop shaft out of the boat, which is 7/8" (22mm) I welded the cutting edge of a high speed steel lathe tool to either side of this then made some bearings or guides with an outside diameter of 38mm and an inside diameter of 22mm. The bearings or guides only have to last for the length of the cut. Initially I used merbau but it is a brittle timber and it flew to pieces, I then used some rough 1" plywood. I cut 8 of these with a hole saw and glued them up into two 100mm cylinders. I then only had to bore the centre out to 22mm to fit the shaft. The guides were a snug fit in the 38 mm hole so it became obvious that the 22mm boring bar had to turn in the guides not the guides turning in the existing hole, which is 1030mm long. To do this I would bore about 120 mm, extract the whole apparatus to clear the hole then drive the guides up another 120mm and so on. I did not have to sharpen the cutter at all. High speed steel is very tough. A wood turning lathe was very helpful but you could do the job without.

All the running gear is supplied by Vetus, including the motor and is very good quality.

In conjunction with the electric motors Vetus are also working

on a small, portable genset just in case. That is not sarcasm. I suppose it is like carrying a can of spare fuel although you may have to carry spare fuel for the genset....*that is* sarcasm. The boat I am converting into electric will be charged from the grid, it does not have a sail. It should have a whole roof of solar panels.

I write this over a period of time so I hope it does not appear too disjointed. Today I finally fitted the stern tube to Rosherville. I agree...big deal.

Meantime the work on Westwind goes ahead, I built a new bowsprit for her in Cairns from some exquisitely fine grained oregon. It is three metres long altogether and laminated out of two pieces. A check, which was not apparent when I built it developed over time the full length of one of the laminates. I have tried to glue it up but it did not last. Removing the bowsprit is a major job, especially as it incorporates the anchor winch. When I fitted that bowsprit I wonder if I ever envisaged one day removing it. We broke the bronze bobstay turnbuckle once doing 7 knots in lively weather and I could not believe the bowsprit and the forestay did not carry away. I now know why. You can't make anything too strong on a boat. The patient is now on the operating table and has had a serious router incision made along the check. I am sure surgeons must often be alarmed at what they find. What I found when I routed down onto the crack or check was moisture, wet wood. How easily that can happen in a mast or some other out of sight members and they will just rot away and break.

I feel very lucky that I caught this problem before it developed. I will now glue a length of similar timber into the opened wound and unfortunately I will paint, rather than varnish the bowsprit.

I know there are arguments for and against and I think the timber would have checked whether painted or varnished.

Go boating. Push your limits, they will surprise you.



CLASSIFIEDS

FOR SALE: Mokoia is a unique 10-ton (Lloyds Registered) mast-head rigged cutter, designed by Arthur Robb to RORC rules specifically for cruising and ocean racing. Built in England (1948) with English oak frames/ribs and Scottish larch planking, she still has her original Sitka spruce mast, boom and spinnaker pole. Although slipped and anti-fouled annually, Mokoia is aging gracefully beyond the long-term maintenance capabilities of her present owner (1932). She needs a new owner(s) who will appreciate her sturdy construction - and ultimately her great sea-keeping qualities. For sale at \$30,000 (< scrap value) Mokoia is well worth further investment by a small but dedicated team before serious sailing again. Further background and details provided on request to 0432 978 132 (Mike).



FOR SALE: Electric powered boat 6 m long, built of plywood over wooden frames, a Thames Slipper design suitable for smooth waters, 6 deep cycle batteries, twin 'Watersnake' motors, each 100lb thrust, forward control, low windshield, electric horn and spotlight, cane chair seats, can carry 4 adults, max speed about 6 knts. On registered trailer, with new tyres, wheels and bearings. Registered for next 4 months... \$3,800 ONO

johnbrickhill@gmail.com 0427 668 112



FOR SALE: Classic 15 foot clinker putt putt launch approx. 1950s Simplex 5 hp motor, full upholstery, ready to go, canopy can be lowered to be a cockpit cover On registered Brooker trailer \$16000,-

Ring Tony after 6 pm 0266477166



FOR SALE: Timbers, mast, boom and parts from my old ~1930's 25' sailing boat are for sale and listed below. Timber mast, Huon pine planking, bronze fittings and ports; 9 hp motor. Due to print space limits let's discuss condition and prices of anything you are interested in. Photos of the boat images for the timbers and parts are here

<https://photos.app.goo.gl/>

[F5CLdR7awNfaf7Rh9](https://photos.app.goo.gl/F5CLdR7awNfaf7Rh9).

Mobile phone: +61 407 454 756

e-Mail: mdaprix@daprix.com.au



Tools for Sale

The tool collection of Christopher Murman, former WBA Member, is available for sale.

Worx brand bench saw, 100mm grinder discs x 20, Sets of welders gloves and safety gear, Stick welder cables and 4 packs of high tensile consumables, Disk sander/finisher, drill press, 6 inch jointer, Tool Boxes, Wood planes (8), Chisels (8) and large bar cramp ends, Wood augers and speed bores, Wood carving kit, Schatz Midi Mariner chronometer, barometer, thermometer and hand compass.

Tools are located at Yamba, NSW. Funds raised will go towards relocation expenses for Christopher's widow.

Email: pwidders@yahoo.com.au - For further details and contact information.



FOR SALE: 14ft restored & stable 'wright boat' from the wright family chicken farm. Built on lake Macquarie some 60 years ago and used by family on holidays. Does not leak. The trailer is similar vintage very solid, new tyres, metal mud guards but not registered. Included are good oars and a structure for covering.

Can be viewed and trialed any time contact Bill Coote on 0428 59 9953.

\$1,200 but offers are welcome.

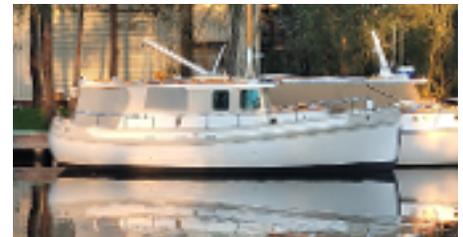


FOR SALE: 12 ft sailing skiff designed and built by Phil Heaney. Australian Cedar and Huon Pine. \$8000.

Phillip.heaney@gmail.com
- 0415 718 435

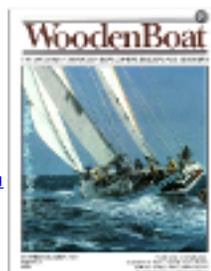
FOR SALE: Awaba - Brand new 32ft, long range coastal cruiser

Expressions of Interest - Call Phil 0415 718 435



LOOKING FOR: I have a 36ft timber double ender sloop, launched October 10th 1956. Currently the mast is lying along the boat, after being repaired, now ready to re stand it. The engine has been removed. I have purchased a second hand one that I'm restoring. The interior is all original (painted) with some dry rot in the cabin side. There are a lot of tasks to be done. I'm looking for someone who is available to give me some guidance on a program to tackle all these tasks. This person can be connected remotely or face to face or hands on. The main purpose is to assist me planning & keeping focused.

Malcolm Wright - 0425 344 813 - ma5wr5@gmail.com



LOOKING FOR: I am looking to purchase a copy of Wooden Boat Magazine Issue 25: May/June 1978.

Peter Widders

pwidders@yahoo.com.au

0481583794

ON THE HORIZON

General Meetings - Dundas Sports Club-9 Elder Rd, Dundas
 Dinner from 6 pm
 Meetings : 7.30 pm
 Tuesday, 11 October: Peter Gossell – James Craig Jib boom Restoration
 Tuesday, 8 November: Wooden Boat Association AGM
 Mike Warner: The ‘One Day’ Project
 Tuesday, 13 December WBA Christmas Dinner and 2022 Hal Harpur Award
 Dinner from 6 pm
 Award Presentation from 7.30 pm
 Tuesday, 10 January 2023– To be confirmed
 Tuesday, 14 February 2023 – Member Projects
 Committee Meetings –(Sporties Club at Gladesville)
 Monday, 17 October

EVENTS:
 Davistown Putt Putt Regatta & Wooden Boat Festival & Charity Dinner
 28 -30 October, 2022;
www.davistownputtputt.com
 RMYC Timber Boat Festival
 Saturday, 5th and Sunday 6th November 2022
 Exhibits: jaz@royalmotor.com.au
 Narooma Boats Afloat
 The South Coast will once again host a weekend of fun in boats :11 – 13 November 2022.
<https://www.naroomaboatsafloat.com/>
 Australian Wooden Boat Festival – Hobart
 10 – 13 February 2023
www.awbf.org.au

MERCHANDISE

Item	Member	Non -Member
Jacket	\$83	\$96
Vest	\$63	\$74
Long sleeve Polo	\$41	\$47
Short Sleeve Polo	\$34	\$39
Surf Hat	\$22	\$25
Baseball Cap	\$20	\$23
Australian Wooden Boats Vol I	\$20	\$25

Members are able to purchase /order items at General meetings or by email to the Merchandise Officer - Sally Ostlund salsonsquarerig@gmail.com \$83

