

~ President's Report ~

Ahoy my fellow Wooden Boat Enthusiasts!

Let's start by acknowledging that this past month was so much fun and super educational!

From learning a Sepik River's worth of information during our club night, to all the "amazing" clues that come together and form the Albert Park Lake, the beautiful place we call home.

On the 21st of September, Penny, Jim, the first dog and I began the evening by preparing the evenings buffet. We milled flour for the delicious desserts, collected dachshunds to wrap in pastry and massacred strawberries into a beautiful display. All these tasks and more were completed just as the members started to arrive.

As members arrived, they were labelled (I'm still learning names) and trickled into the downstairs hall. A lovely pre-presentation convene to catch up and see how everyone's boats have been. As the people talked, behind the scenes, Bob and Peter were hard at work setting up for the presentation. You know, all the usual stuff for our club nights - light show set up, pyrotechnics safety checks and of course a mic test.

TESTING 1-2-3! The presentation was about to begin.

First we got all the pre-show entertainment out of the way: Peter discussing details about The Amazing

Raid, Jim with the Murray river trip (now moved to Lake Eppalock) and me in place for Chris discussing the Paynsville weekend away. If you are interested about these events. Gary has a video on YouTube, giving away all the clues, and winners, of the Raid. Don't hesitate to get in contact with Jim for updates, in regards to the Lake Eppock trip. Please book your accommodation ASAP for the 28th of Oct out at Paynsville.

The lights begun to dance and fireworks roared as Bob took the stage. It was very captivating and educational, being taken on the time machine that is the Sepik River. He presented information about how, being so close to the sea, the people and cultures are influenced by modern boating and fishing cultures, while further upriver in the more untouch parts of the PNG jungle, tradition is very much kept alive.

I found two points quite interesting. One was the sails made from tarps that flowed down river from local mines. Without even knowing it, Ms Rinehart is investing in wind energy! The second is the rite of passage tradition, that is undertaken by upriver men from one particular village. They would use sharp rocks, and shells I believe, to make lacerations on their backs, then rub dirt in it to encourage a darker scarring. Once their entire back is darkened, they become a man and can marry. That sounds less painful than my Dad teaching me to drive, it may be

Have you booked your place for the WBA weekend away?

The WBA will be visiting Paynesville at the end of October this year. The plan is to stay at the Allawah Caravan Park, which has its own dock and boat ramp. All cabins have been filled, so book a camping site soon on 03 5156 7777. We are intending to arrive on Friday 28 and leave on Monday 31 October.

my preferred method of stepping into manhood.

The timetravel came to an end, we all devoured some delicious food and interrogated Bob for more about the Sepik River cultures. The full presentation is on the WBA website, fireworks not included.



The big day arrived, it was the 25th of September. The Amazing Raid Mk 2.

Contestants, Raiders if you will, were chomping at the bit. The ultimate prize was clear: to defeat Team Talisman. With Peter's ring of the club bell, the clue-filled sailing instructions guided the way for our rowing arms and wind-filled sails.

It begun with a timed lap of the island, team closest to their nominated time earned some bonus points. Some time was spent at the club house, deciphering the hidden messages in our sailing instructions. The codes were as clear as arms being waved, so it took no time at all for all teams to be back on the water.

Then the hunt was on, track down all the clues and landmarks. Answer questions and solve riddles that zig-zagged us across the Albert Park Lake. Teaching all teams about when male swans nest on the eggs, or a great water front BBQ to

cook those eggs.

Without giving too many clues away, I do heavily recommend giving Gary Hardy's video a watch.

Once everyone had successfully inked up their clue questionnaires, it was time to reconvene at the clubhouse. As the teams consumed lunch with pegs on their noses, due to a certain club president who may, or may not, have fallen into a swan poo infested lake.

Peter and Gary were hard at work deciphering the handwriting of all teams, to answer the ultimate question. Who would be the winner of The Amazing Raid Mk 2?

With a titanic 77 points, Team Derry and Team Talisman swept up the major prizes, coming equal First. They were very humble winners and shared the booty with everyone. It was a beautiful day of adventure and I want to thank all those who participated, with a special thank you to Peter and Gary for organising it, and a wish of luck for the next challenge.

Now, how to fit both names on the plaque.

I look forward to see as many of you at the upcoming events, to make memories... such as who is going to receive the Broken Oar Award.

Ethan Urch
WBA President



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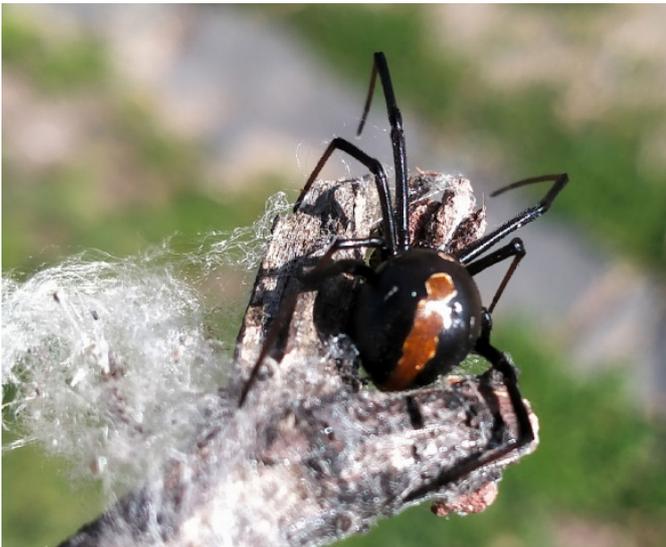
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~ The Amazing Raid Mk II ~

Our raid challenge took place in quite light winds, which meant that the teams opting to row the course were in with a good chance of winning. In fact, Team Derrie, rowing in Gary's Skerrie came in equal first. Several of the sailing entries also resorted to oars at different times as well.

Preparations on the day were made difficult by being unable to have the launching ramp unlocked in a timely fashion, and when it was eventually unlocked it was too late for one of our competitors, who had broken a mast while towing their boat under a tree. Andrew Yen had to remove a few unwelcome guests from his boat - no fewer than three Redback Spiders! Perhaps this explains why he didn't win - the crew might have been a bit distracted, in case the rest of the family was also in residence.



This year, the challenge started with a circumnavigation of Gunn Island, with each team nominating how long they expected this to take. The team closest to their nominated time received ten points, second closest received nine points, and so on. There were bonus points available for the teams that were closest to the times that Gary and I had achieved when rowing and sailing our boats around the island earlier. Team Begonia took top points here, matching their nominated time perfectly.

As each team returned they were given their sealed envelope of sailing instructions, and strongly advised to head upstairs to work on the coded part of the instructions. The coded message was in the Nancy Blackett semaphore font used in some of the Swallows and Amazons. Teams were given a decoding key as part of their instructions. The message provided additional information about where they would be able to find answers to the questions, and to be on the lookout for rubber ducks around the lake, which were worth additional points.

The instructions included a number of questions that could only be answered by sailing to the Northern, Western, and Southern parts of the lake, and then getting out of the boat and exploring the area.

A chart of the lake was included, and competitors had to identify a number of locations on the chart, most with a suitably Arthur Ransome flavour.

Challenges included demonstrating three knots from a list, naming Committee members, identifying boat classes sailing on the lake on the day, and measuring the width of the gate into the boat yard (the envelope included a 20cm WBA ruler).

A number of code words were on display around the Northern portion of the lake. When decoded, these were the titles of several of the Swallows and Amazons books.

Finally, there were several folded pieces of paper strategically placed, with a WBA logo on the outside. These contained either a black spot or a white spot, and could be used at the final ceremony, before the winners were announced. A black spot let you become a pirate, and steal five points from another team. However, if you had a white spot you were able to repel boarders, and negate a black spot. Most of these were collected, but sadly they weren't used. If they had been there would have been a single

winner rather than a tie. For the next raid I think perhaps teams might be inclined to be a bit more piratical!



It was great to see nine teams on, and off, the water, getting involved in the challenges, and generally having a wonderful time. It was particularly great to see so many families involved. Special mention goes out the Jenny and David Stott's young granddaughter, Charlotte, who took great delight in finding as many ducks as she could.

After the results were tallied, Team Derrie and Team Taslisman came equal first, on 77 points (out of a possible 110 points), followed by Team Iso, on 71 points, the Banana Benders, on 66 points, Begonia, on 58 points, and the Coburgers on 55 points. Three teams, Annie, Bluebelle, and Kokomo, retired at different points during the day, and were not included in the results.



Thanks to all of the teams that competed, and special thanks to Gary for his assistance in preparing the questions and running the day. Also thanks to Gary, there is a great video that gives an idea of the

fun on the day: <https://bit.ly/3MgaLLk>

Finally, thanks for Stephen Taylor for the photos of competitors on the day.

Looking forward to the next one...

Peter



~ The Alan Chinn Award 2021 - 2023 ~

The Alan Chinn Award for excellence in boatbuilding was established in 2018 in honour of our founding member, long term committee member and highly skilled boatbuilder, Alan Chinn. The aim of the award is to promote the skills of boat building and restoration and to recognize the work of our members in their boat building activities.

The emphasis is on recognizing the efforts of all members who get involved in a boatbuilding project rather than finding a winner for the award. A brief story about each nominated project will appear in Shavings.

The inaugural award was presented to Russ Hurren for his restoration of the motor cruiser "Maude" at the AGM in 2019. The second award was presented to Tim Drinkall for his restoration of the speedboat "Comet" in 2021.

What interesting nominations will the panel have the pleasure to inspect and consider for the 2023 award?

The WBA Committee has decided to accept nominations from members and present the award at the AGM in 2023. Projects completed during 2021 and 2022 and which were not nominated for the award presented at the AGM in 2021, will be eligible for the 2023 award.

The committee would like members to start thinking about nominations for the award. The nomination could be for a new build, a restoration project or a model boat

construction. You can nominate someone you know, with their consent, or nominate yourself. Each nominated project will be reported in Shavings to keep members in touch with the boatbuilding activity that is going on within the club.

In the rules and requirements for the award it states that "the award is given to the person not the boat" which means that the story behind the project, the effort and motivations of the builder and the involvement of others in seeing the project through are important to the assessment of the award nominations.

The Rules and Requirements document and the Nomination Form for the award will be available on the website in the near future.

At this stage the committee would like to hear from members about projects that have been completed in the last year and a half, or are underway and likely to be completed by the end of 2022. The closing date for nominations will be the last day of February 2023.

If you know of a project that could be nominated (including your own) please contact the Secretary, Chris Kelly or the Chair of the Alan Chinn Award selection panel, Graham Signorini.

Chris Kelly
chrisk1@bigpond.net.au

Graham Signorini
gsignorini@optusnet.com.au

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More photos online in The Boatyard.



For Sale: Mirror dinghy

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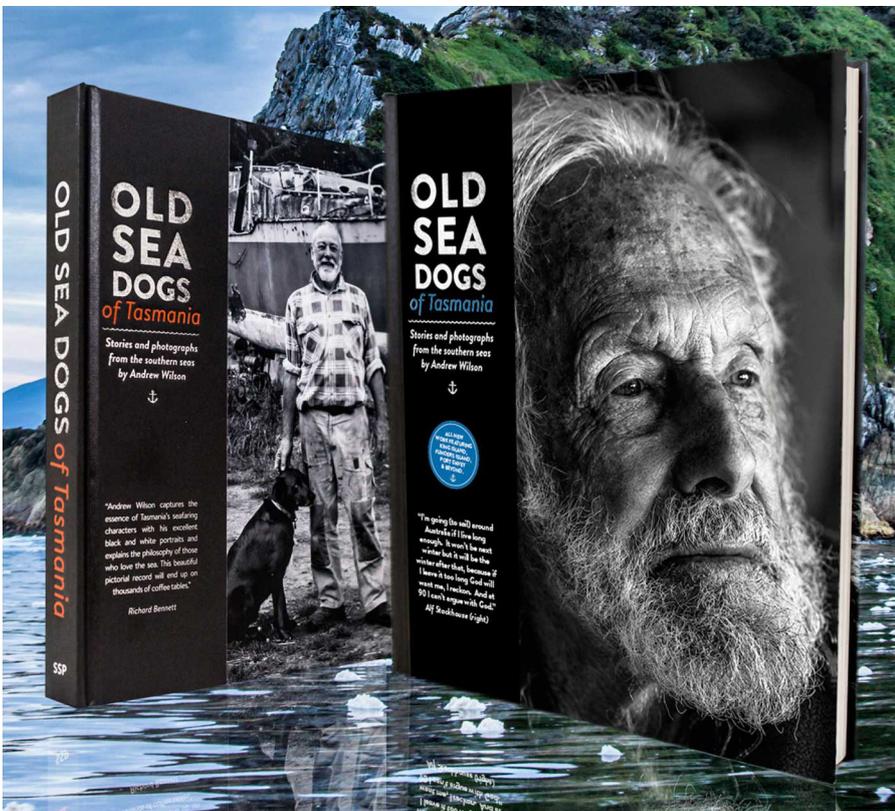
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~ Quincy skiff bullshit test ~



Can a skiff that is 5.5m long and 1m at the widest on the bottom really support 450kg and a rower?

Bullshit is the practice of making statements without regard to the facts, and this claim recounted by John Gardiner in his monumental work Building classic small craft seemed a likely candidate.

He called the craft a modified Quincy skiff and wrote, "It has been said that the old lumberman's Quincys could take 450kg of chain in their stern sheets without settling unduly".

I've been fascinated by the design because its lines show a fish-shaped bottom with a long tail that flares out at the gunwales to meet a triangular transom. But how to test the claim? Build a model of course! At a scale of 1:10 one gram added to the model is equivalent to 1kg added to the real boat.

The photos show the model from above, the side and the rear with the flared transom. The stacks of washers in the first photo simulate the weight of two rowers.

Tub testing showed that with the equivalent of two rowers (150kg) the bottoms of the bow and transom were just touching the water. Increasing the combined weight of the two rowers to 200kg caused the bottom of the bow to submerge to the equivalent of 30mm but the bottom of the transom stayed just touching the water. At the equivalent of a rower and a load (500kg) the skiff still had enough freeboard for a careful rower.

So the claim is supported. The next test is to build a full size version and try it out with a 500kg load (still under negotiation).

Jim Stockton



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~ WBA Calendar ~

Details of which club night activities are taking place on specific dates are yet to be confirmed, but put these dates in your diary now, more details to come...

2002

Fri 28 – Mon 31 October	Weekend away	Paynesville
Sun 30 October	Sailing day (+ work to be done on Begonia's mast)	APYC
Wed 23 November	Club Night - Ken McMahon – Sub-Arctic adventures (to be confirmed)	APYC
Sun 27 November	Sailing Day	APYC
Sun 11 December	Christmas Lunch + Sailing day. BBQ, meat supplied, please bring salad, dessert to share	APYC

2003

Sun 15 January	Sailing Day	APYC
Wed 15 February	Club night – Activity to be decided	To be decided
Sun 26 February	Sailing Day	Rye

WBA Burgees for sale

Our new burgees are now available. Measuring 500mm to the tip, and 400mm along the mast edge, they are available now for \$50.

Contact David Stott on djstott@bigpond.com to place an order.



~ The Mordy Skiff ~



On a recent ride Kirsty and I came across boats preparing for a sailpast at the Beaumaris Motor Yacht Squadron, so of course we had to stop for a while and watch the activities.

For us, the highlight was the Mordy Skiff, a St Ayles Skiff built at Mordialloc with the assistance of a grant from Bendigo Bank, and launched in 2020.

One of their group, Geoffrey, kindly extended an invitation to any of our members, to come down to the Mordialloc Sailing Club on a Friday evening for a BBQ and a row.

If you want to get in touch, go to their Facebook page, at <https://bit.ly/3SO2ReJ>, and send them a message.

I first set eyes on the *Alma Doepel* around 1978, alongside Gem Pier in Williamstown. I had a job on a King Island fishing boat I had been involved with during my time at Pompei's and it was moored alongside her, not that I knew her name then.

The fisherman told me they were going to restore it and convert it for use as a Sail Training Vessel. I could not believe it. The decks were a mix of old, cupped, hardwood and well-worn White Beach. Oakum and tar spewed out of the seams everywhere.

The bulwarks were just holding on with rusted iron brackets and the old hatch coamings were just about worn out. There was an old box wheelhouse near the stern, with rusty chains running out across the side decks then back through even rustier sheaths to an iron tiller. There was a stump mast fore'd with a boom attached and an old rusty donkey engine alongside it. The bowsprit had been cut off just outside the scrolled fiddle head. The hull was a mess, and not fit to float, let alone worth repainting. Those were my first impressions of the *Alma Doepel*.

Some time later I was travelling and listening to the radio when someone asked for volunteers to work on a boat restoration project. It was at 5 North Warf near where I was going, so I dropped in just to take a look, and met Mike Woods, who was fronting the project. Later I discovered it was Dave Boykett who started the sail training concept and was the driving force behind the project. Work was well under way to remove all the unwanted bits, with Phil Stevens as shipwright in charge. A very brave man to tackle such a large project!

The *Alma Doepel* was built in 1903 by Fred Doepel, a saw miller working near Bellingen. This was his largest and newest ship, at 118' long by 24' wide, with a draft about 5'6", rigged as a three masted topsail schooner. He had built a barge, and then the *Violet Doepel*, an

86' ketch, before. His ships were used to cart timber from his sawmill to the river mouth, to load onto ships bound for Sydney. *Alma Doepel* was built shallow to get over the bar with two centerboards to help her sail, and provide them with independence. Engines came later.

The *Alma Doepel* set up a supporters club, which I joined, and we spent many weekends ripping off all kinds of rotten bits. The bulwarks were gone and the deck was next along with part of the topstrake. New decking was ordered in White Beach (5"x3") and set aside for seasoning. Five new deck beams were cut from 16"x 10" spotted gum to replace badly worn and rotted ones and the stem fantail area needed much attention.

The supporters club managed to get enough money to have a concentrated push just before the Christmas break. The old deck house and the two side deck houses, one the toilet, the other storage, were removed and work was started in earnest with a number of volunteers and a few experienced paid hands. With the new deck beams in place we put down a temporary ply deck and closed in the hold with a temporary set of steps to below, so the ship could do its Summer fundraising.

We replaced all the stanchions apart from the Knightheads, and added new spotted gum margin boards, along with a start on the deck planking by then. A new handrail a meter high was added to conform to the latest marine board rules. A grown knee breasthook was set on the stem and new 5"x 3" Spotted Gum bulwark posts were fitted around the deck edge with a 5"x3" Merbau handrail on top. Then heavy Merbau taffrails fore and aft to strengthen things up and provide fairleads over the stern hand rails for mooring lines.

Early on the ship was hauled out on the Ports and Harbours Williamstown slip for a survey and to antifoul the bottom. None of us volunteers were allowed near this Union slip. Mike and Phil were allowed to measure the hull so drawings could be made for its stability criteria some time

later. Cal Steinman got that job. *Alma Doepel* had a Melbourne Boat Show stand where a bowsprit and jib boom Phil made was on show.

By the time the fundraising and other uses for the ship had passed the next year was well under way and Phil had a new job at the Warrnambool Maritime Museum.

When the funds were good enough for another big push I was the only one with boat building experience around, so I was 'persuaded' to become Shipwright in charge. "What did I know about large ships like this" I argued, but they did not listen. As it turns out, large ships are just heavier and bigger, but the principals are pretty much the same as building a dingy.

We spent the next four years when time and money allowed restoring this derelict reek back to sailing again. During that time we replaced the deck and fitted spotted gum covering boards around the posts. Dave Boykett arranged the use of a slipway near Hastings behind an engineering firm owned by his mate. The only catch was that the slip needed upgrading for the *Alma Doepel*. We spent months up to the armpits in some time freezing rain to dig out the footings and pour the concrete, then dig out another 100' below low tide out into the mud before we had enough depth to slip the ship. More of Dave's engineering friends made three 24' x 16' galvanised cradles to fit the three sets of rails we laid. With draw bars in between the cradles were 90+' long. A hole was dug for a haul out point at the end of the slip.

At our first slipping we replaced a number of badly worm-eaten planks and took stock of what was needed. The next year we stepped the new 60' steel lower masts. Another of Dave's steelworker friends did not just weld fitting for the shrouds but cut out a profile of what was needed from 6" thick blocks of solid steel then fitted these to the masts. George Herbert helped to sort out the rigging. His is a life story worth telling.

The next years slipping we replaced more

planks most on the starboard side under the counter and some on the port side, with a few elsewhere. At some stage we jacked the ship up with two 50 ton jacks and, starting from aft, we replaced the old outer keel that covered the old centercase slots, one section at a time. This was cut from three lengths of 16" x 12" Spotted Gum with 7' long hook scarfs and bolted right through the two 10" x 10" inner keelsons the 6" frames the original 4"x 14" plank keel and the 16" new outer keels. We drilled 48"x 1" holes with extended bits then countersunk them using a boarding bar with cutters at the bottom to let the nuts in. We went around the drill a number of times when it stuck. After about three months out of the water she had opened up badly, so we replaced most of the Ports and Harbours synthetic caulking and re-caulked her with oakum, paying the seam with shaman. (Tar + lime) This was not so bad. The next year we lifted her again completely clear of the cradles to place a 100' steel shoe under her. That did make me nervous.

To add weight and strength to the ship, I suggested the ballast, needed to comply with her stability criteria, should be in the steel shoe. More friends arranged for three 33' lengths of 12"x 6" plus 12" x 3/4" steel for side plates, delivered free from BHP to the slip. then cut and welded by the engineers to make up the shoe, complete with centreboard slots. This was rolled it out under the ship and we jacked it into position with a thick bed of felt and tar between and drilled and riveted 3/4" rods across the keel to hold it in place. They said the shoe would not bend. They were so wrong! It bent like a banana despite the two 12"x 3/4" side plates!

I designed and started a new central deckhouse, with a galley on the fore end. More planking, and a number of watertight bulkheads were added to comply with the code. The Marine Board wanted steel bulkheads, but after some research they agreed to layers of 1" Spotted Gum on 5"X 3" gum post. Far more heat resistant than steel! We also

had about 30 tons of lead cast into ingots, designed to hang between the frames, which also helped in her stability. Lindsay Harry, *Alma Doepel's* Engineer, fitted steel shoes at the fore and aft ends of the keel, with a new rudder bearing for the new rudder we had made. New steering gear and a new wheel were also fitted. We also lined the cases with stainless steel box liners and replaced the case sides.

Apparently at around 38 degrees the *Alma Doepel* could roll over quite easily, but she would need to be pushed very

hard to get there. Surviving this long is testament to that. We all learnt a lot! As a paid 'volunteer' I probably spent more time working as a volunteer on the *Alma Doepel* than the times I was paid for. The experience was priceless, as were many of the people we met!

PS: I still think it would have been far better to build a new ship that complied with the latest codes. We do have a suitable design for a 43m Sail Training Vessel ready to go!

Tom Whitfield.

~ WBA Committee 2022 - 2023 ~

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~ Please Note ~

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