

## WHERE WE'VE BEEN

### ROWING DAY at KETTERING—April 30th



Brian taking David Gatenby for a spin in the new boat (see p.3)



Brian & Jim let Millard show why rowers were scarce.



More dockside deliberations by Dinghy Admiralty Society members: Roscoe, Brian and Graeme.



Four men and a barbeque. Dave, Roscoe, Chris and Millard have discovered how to keep warm without rowing.

It was a 'little' wet and we were a tiny bit wild. (Who said that if you want to know when it's going to be cold and rainy you just consult the WBG rowing calendar?). The proposed trip was from Trial Bay north to the Tayton's at Kettering but it rained, stopped and then rained again—a pattern repeated throughout the day. Still, about sixteen members and friends enjoyed a very pleasant lunch hosted by Jim and Caroline (Many thanks!) Not to be denied, Brian Marriot and David Gatenby took Brian's newly acquired clinker dinghy all the way from the yacht club ramp to Jim's marina berth. Victoria Bishop, ever the rower, took Caroline's *Jo Dwyer* for a row round the bay. Perhaps if we don't put it in print we might sneak up on better weather to try again some other day. The President presented apologies that he and Dallas couldn't join us. We hope he did better with the weather in Perth. (Perhaps a good place for our next rowing day?)

*G. Hunt*

## THE MAY QUEEN



Above deck an Adelaide babe takes the helm

John Wedd and Bill Foster were helped by four other WBG members (Noel, Des, Millard and Amanda) who acted as on-board guides during April for the Tasmanian Heritage Month, with the theme 'They Came by Sea'.

Many local, interstate and overseas visitors enjoyed the opportunity to see this special Maritime Museum restoration project at close quarters.



Below deck: visitors get the 'low-down' on the project

### WHERE WE COULD GO

We could take a leisurely Saturday or Sunday afternoon trip on the *Lady Nelson*. To charter the ship for 1½ hours costs \$250 and for 2 hours, \$330. The trip could be in July or August and we might include catering have coffee etc. afterwards. The maximum number of passengers is 34, so if we had a full complement the cost would be less than \$10 per head for 1½ hours. Is a mid-winter cruise on the Derwent exciting enough for you? If you are interested please email, telephone or signal our mess officers, Penny & Chris Morton, at [oldgaffers@bigpond.com](mailto:oldgaffers@bigpond.com) or on 62 950 278. Tell friends and rellies: if we get 30 bods it'll be only \$11 each for 2 hours (and first in first served).

### WANTED: A Shipwright for a 'holiday'

I live in Lockhart River, a coastal aboriginal community near the eastern tip of Cape York 800km north of Cairns.

As part of my job working with the teenagers and young adults here, I am trying to organise the building of a NIS18, an 18ft marine ply construction yacht that comes in a complete pre-cut kit (see [www.nisboats.com](http://www.nisboats.com)). The plan is to have some of the local young people build the boat and re-introduce sailing to the community (they used to crew pearling and beche-de-mer luggers a couple of generations ago).

I have access to a charity that will fund the \$15,000 for the kit plus the cost of tools but I do not have money to pay someone who can supervise the construction that is estimated to be 800 hours by one person.

Do you know anyone who might be interested to come up to Lockhart River for about 3 months and build the boat without being paid. I know this is a big ask, but there are compensations. I could afford to pay the air-fare for the shipwright (and wife if necessary) and could offer modest free accommodation plus the wonder weather of the dry season between August and November. It would help if the person liked fishing because this is one of the true last wilderness fishing paradises left in the world.

Thank you in anticipation.

Rod Cordell  
Lockhart River  
Ph. 07 4060 7087  
Email: [rod.cordell@bigpond.com](mailto:rod.cordell@bigpond.com)

### For Sale – GIMLI \$2,200

at Port Sorell



Outboard Cray Dinghy, Purdon built.  
King Billy clinker built. Very sound.  
Cuddy. Two rowing stations. On trailer.  
Great fishing boat. One time Bruny boat.  
Phone Geoff Perry 0417 138 188



I've recently purchased a king billy clinker dinghy and am looking for some help in tracing its age and lineage.

It's 14'6" long and 6' on the beam, with 8 planks on either side. Its age is uncertain, but it appears to have been professionally built - it has good lines, all planks are well-riveted with copper nails and roves, the planks are even on both sides, it has grown knees, etc. The previous owner purchased it from "a guy down at Dover" and understood it to have been built in the Hobart area, possibly by someone who specialised in dinghies of that general size.

Interestingly, the planks are quite wide - up to 7". Is this an indication of relative age (wider king billy being harder to get with time), or perhaps just economy of building? The previous owner had replaced the transom, but was able to give me the original. It was a single board of king billy, and had the name "PEA" carved on it in fine Roman letters.



Mine's the middle one. The others are Jim's and Carol's

It's a roomy dinghy, with plenty of freeboard and just the bare thwart seats (not even a fixed stern seat). It's previously had an inboard engine, and gives the impression of having been a working boat - perhaps a cray dinghy? There's no sign of it having had a wet well.

Several people have suggested that it may have been built by Fazackerley. I'm told that he didn't usually put ribs in front of the forward thwart: this has three ribs between the forward thwart and the stem. I haven't had the opportunity to get under the thwarts - apparently Fazackerley used to carve or punch his initial under a thwart or the breast-knee. If anyone can give me some hints as to what else I should look for in the way of a builder's "signature", I'd be very pleased

I'm also on the lookout for a suitable small inboard, if anyone knows of one that's needing a home and some loving care. Petrol or diesel, 2- or 4-stroke, I'm not fussed. It doesn't necessarily have to be in going order, so long as the bits are all there.

Oh, and its new name: *Tralfamadore*. Don't ask why - that's a whole other story.

I have recently acquired the "Tasmanian One Design" *Van-ity*, sister ship to *Canobie*, *Curlen*, *Pandora*, *Pilgrim* and *Weene*. I bought her for \$3750 on E-Bay of all places. At that price you get a fair idea of her condition. I was going to spend about 10 years doing her up in the back yard, but I've decided to hand her over to Peter Kerr at Deagon Slipways to get about 100 new ribs, a few new floor timbers, new deck and new cabin. I'll get the rig together and day-sail her until I build a new interior over the next few years. Maybe I can get the others together for the 100th anniversary in 2010. I will probably be pestering people down there for any historical photographs to get the details for the original gaff rig. The owner gave me a copy of "Those that Survive", which is a start.

Note: If anyone can help with information or photos, please tell Peter Higgs, who has contact details for Rob Virtue.

### At the last meeting of the WBG

Noel Hall showed his most recent work; a model of a sixteen foot Ferguson sailing dinghy. It was greatly admired by everyone and Noel gave a detailed account of the development of this unique class.

The one-design Ferguson was built of King Billy (as is Noel's model) with ply forward side and aft decks. It had a 16' mast on a tabernacle which enabled it to be easily lowered. The mast and rig were the same size as the heavy-weight Sharpie. Its Marconi rig, heavy dagger board, and steel bladed swinging rudder made it an excellent boat for going to windward. About twenty of these boats were built for sailing on the Derwent.

**Wanted :** Plans for a 10' Acorn dinghy.  
Contact Des Hutchins at the WBG.

### ***Nautical Notes***

*Let the cat out of the bag -*

In the Royal Navy the punishment prescribed for most serious crimes was flogging. This was administered by the Bosun's Mate using a whip called a cat o' nine tails. The "cat" was kept in a leather or baize bag. It was considered bad news indeed when the cat was let out of the bag.

*No room to swing a cat -*

The entire ship's company was required to witness flogging at close hand. The crew might crowd around so that the Bosun's Mate might not have enough room to swing his cat o' nine tails.

from <http://www.fortogden.com/nauticalterms.html>

# The President's Report

## **Terralinna Project**

We still await final arrangements From the ABC for the hand over ceremony of the *Terralinna* model to the Tasmanian Maritime Museum. We are working with the Museum and the ABC to have the ceremony on Chris Wisby's Sunday morning program. As soon as the arrangements are at hand members will be advised.

## **Reciprocal Membership Maritime Museum Tasmania & Wooden Boat Guild Tasmania**

Discussions are proceeding with the Maritime Museum Tasmania to arrange reciprocal membership. From both organisations' perspectives we need to ensure the membership of neither organisation is compromised. However, there are potentially many benefits to both organisations and their members through some reciprocal arrangements. When all said and done it appears that both organisations share very similar visions and goals and some members currently serve both organisations.

## **Our use of the *Mariners' Cottage***

Progress is being made regarding our use of the *Mariners' Cottage*. We have received a licence agreement for consideration from The National Trust of Australia (Tasmania), the licensor. This appears to be a slightly different arrangement than expected but I believe it is reassuring that we, the Guild, have the opportunity to have our own lease. Originally we were told we would only have a sub-lease.

From first perusal the costs include:

**Annual licence fee of \$1.00**

**Purchasing and maintaining a Public Liability Insurance Policy indemnifying the Guild for \$5,000,000.00. The treasurer is currently investigating the cost of this.**

**Pay for any electricity used during our licensed times of use.**

**Pay for the repair of any damage caused to the licensed premises by the Guild or its servants, agents or invitees.**

**The May committee and general meetings of the Guild will discuss the Licence Agreement and subsequently respond to The National Trust of Australia (Tasmania).**

## **The Australian Builders' Plate**

Brief discussions were had in regard to the Australian Builders' Plate, which must be fitted to boats newly constructed. This includes wooden boats. For boats under 6 metres the plate must specify:

**The name of the person who has approved the information for the Australian Builders' Plate.**

**The maximum engine power for which the boat has been designed and tested.**

**The maximum number of persons who can be carried on board. To be expressed both in number of persons and kilograms.**

**The maximum load the boat has been designed and tested to carry when underway. This has to be an all inclusive figure including persons, motor, spares and auxiliaries, fuel, water including waste water, fishing tackle and catch and the provisions on board.**

**A buoyancy statement which must include the terms 'Basic Flotation' or 'Level Flotation'.**

There is statement that alterations to the boat/vessel may render the attached Australian Builders' Plate invalid.

If you want to know more about how to document the required information you need to see Australian Standard AS1799 which you can find at <http://www.nmsc.gov.au/documents/FAQ-builders.pdf>

Since our meeting member Ian Johnson has had discussions with MAST regarding this requirement. Thanks Ian! MAST has since assured me that they will work with the Guild to find a solution. We await their direction.

## **AGM and election of Guild Officers**

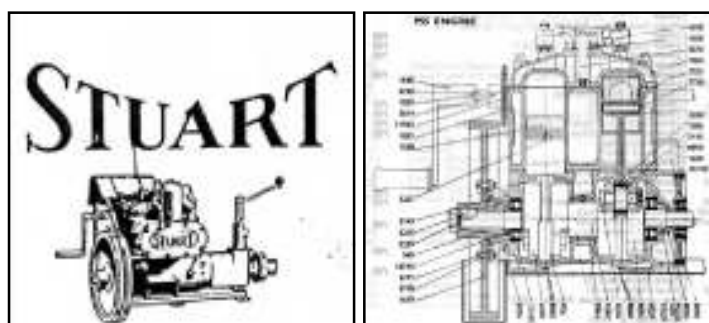
Well, yes... it is that time again when we have to elect officers of the Guild and this year is a big one. That is, many of the committee members will have served their three-year term, which means it may be your turn to take up office in the Guild. It is a truly rewarding experience and also keeps you in touch with the National and International wooden boating scene. Notice is hereby given of the AGM and the call for nominations of all offices within the Guild. Please see the nomination section on the attached membership renewal-form .

Just a brief reminder also that subscriptions are now due and unless financial you will not be able to vote at the AGM.

## **Apologies**

At the last General meeting I made mention of having in my possession some Blaxland and Simplex "putt-putt" motor parts etc. Well I made a mistake, I do have a working Blaxland motor. However, the parts are that of the "Stuart Turner" origin. My intention, after much coaxing at the meeting, is to rebuild a Stuart Turner motor that will serve my newly acquired 20 ft Huon Pine, Gaff rigged work boat (not quite ready for the water). I mentioned at the meeting that I would be prepared to share some of the parts (for a price) with other Guild members but I do need to get my own boat in order first. Great to hear the grapevine is working well.

*Peter Higgs*



## Easter at Port Sorell

by Graeme Hunt

As usual Judy and I spent Easter at the Shearwater Country Club, Port Sorell. The weather this year was both good and poor but I didn't wear my raincoat- nor did I have a swim!

Easter Sunday was a fantastic sunny day so I went for my first bike ride and found Brian Templar and his mates at the beach boat ramp watching the activities (as you do). I arranged to meet Brian another day as he was off in his Shearwater for the afternoon. Then I met Geoff Perry to take photos of his Cray Dinghy. (See advertisement in this Skeg).

Later I caught up with Brian and took photos of his lovely Norwegian pram, the Jordan Wood Boats' design named *Dulcibella*. Brian was finishing it off in time to go to the Heritage Weekend at Clarendon on 29/30 May.



Brian and *Dulcibella*

Brian told me a number of others from Port Sorell including Bruce Tyson, Geoff Winspear and Colin Wragg had been invited with their boats to exhibit at Clarendon .

A couple of days later Brian had applied more oil inside, painted the outside and made a pair of oars. Brian's output of boats is amazing since he got the boatbuilding bug just eight years ago (He does it in his 'spare' time after work and at weekends!).



*Dulcibella*

Brian also filled me in on a little news about the slip in Muddy Creek. At 88, Murray Griffiths has retired and

Michael Cummings has taken over. Muddy Creek seemed to have more boats than ever.



*Edith* on the slip at Muddy (Panatana) Creek

I peeped in at Charles Richie's *Coralyn* which is progressing steadily. It is now fully re-ribbed, has some new planks and a new stern stem (stern-post? ).



*Coralyn*

Just upstream Geoff Winspear's lovely 16 ft piners' punt lay in her mud berth.



Geoff Winspear's Piners' Punt

In Latrobe later that week I found Mersey Models who have many nautical models for sale. Owner Phil and his father Les showed me Phil's radio controlled boats and advised me they had sent for the plans of the 14 ft tug boat last seen at an early Australian Wooden Boat Festival. I hope to see them at a future Festival, but we might be treated to a preview on our next WBG trip to Port Sorell.

**The Annual General Meeting** of the Wooden Boat Guild of Tasmania Inc. will be held on **Monday 19<sup>th</sup> June 2006 at the Mariners' Cottage, Napoleon St., Battery Point, Hobart commencing at 7.30 pm.**

### Agenda

- To confirm the minutes of the last AGM
- To receive from the Committee, and Auditor of the Guild, reports on the transactions of the Guild during the preceding financial year.
- To make changes or otherwise to the Articles of Association
- To elect officers of the Guild and Ordinary Committee.
- To appoint the Auditor and determine remuneration.

### Elections

The following are to be elected:

- a President
- two Vice Presidents one of whom shall be Senior Vice President
- a Treasurer
- a Secretary
- five Committee persons.

The above listed elected members will form the Committee of the Guild.

Written nominations for the above positions signed by two members of the Guild and accompanied by the written consent of the candidate may be received prior to the commencement of the AGM

Any position for which no nomination has been received may be filled at the AGM.

If there are more than the required number of nominations for any position a ballot will be held.

### Important

Only financial members of the Wooden Boat Guild of Tasmania Inc. may nominate or be nominated for any position, or vote in any ballot.

**All subscriptions for the 2006 – 2007 financial year are due NOW.**

All subs and renewals, accompanied by your Membership Renewal Application should be sent to:

Treasurer,  
Wooden Boat Guild,  
PO Box 28,  
Battery Point, Tas 7004.

### From the editor:

Thanks to all who contributed to this Skeg, including photographers Graeme Hunt, Penny and Chris Morton and Millard Ziegler.

*Amanda*

## Meeting Dates

15 <sup>th</sup> May	18 <sup>th</sup> September
19 <sup>th</sup> June (AGM)	16 <sup>th</sup> October
17 <sup>th</sup> July	20 <sup>th</sup> November
21 <sup>st</sup> August	18 <sup>th</sup> December

## Guest Speaker

at the May meeting will be John Wedd who will talk and show pictures of his recent journey across the Great Southern Ocean to the Falklands, South Georgia and Antarctica.

## Model making days

To help raise money for the *Terralinn* restoration project there will be model making at Peter Higgs' Berriedale workshop on Saturday **24<sup>th</sup> June** and Saturday **22<sup>nd</sup> July** starting at 10:00 am. Bring your lunch. There is a BBQ onsite. Please flag intended attendance to Peter.

## What's a Rykenologist?

Find out at the June meeting when our guest speaker shows some smooth moves.

***General Meetings are on the 3<sup>rd</sup> Monday of each month, inc. public holidays.***

***The next meeting of the Wooden Boat Guild of Tasmania Inc. will be held at the Mariners' Cottage, Napoleon Street, Battery Point at 7.30 pm Monday 15<sup>th</sup> May 2006***

***There will be a committee meeting held at 6.00pm prior to the general meeting.***

## Officers of the Guild

<i>President</i>	Peter Higgs	03 62 491 695
<i>Sen. Vice President</i>	Millard Ziegler	03 62 235 472
<i>Vice President</i>	Robin Singleton	03 62 439 033
<i>Secretary</i>	Millard Ziegler	03 62 235 472
<i>Treasurer</i>	Graeme Hunt	03 62 278 652
<i>Flag Officer</i>	Amanda Stark	03 62 297 558
<i>Mess Officers</i>	Penny & Chris Morton	62 950 278
<i>Committee</i>	Noel Hall	03 62 445 583
	Ross Barnett	03 62 233 451

**THE WOODEN BOAT GUILD of TASMANIA INC**  
**Membership Renewal**



I / We .....  
 (preferred name) (surname)

and .....  
 (preferred name) (surname)

hereby apply to continue my/our membership of The. Wooden Boat Guild of Tasmania Inc. for the membership period 1st May 2006 to 30th April 2007.

My address for correspondence is Street. ....

(Write "as in 2005" if your contact details are unchanged.) Suburb .....

State ..... Postcode. ....

Phone (Home) ..... (Bus.) ..... (FAX) .....

email .....

Areas of interest (tick many) Boating excursions building designing  
 restoring history rowing sailing  
 motoring tools others .....

Annual Subscription : Full member / family \$35.00  
 Concession (Student, Pensioner) \$15.00, Amount remitted \$ .....

Please make Postal Orders, Cheques, payable to "The Wooden Boat Guild of Tasmania Inc." and Forward to:

The Wooden Boat Guild of Tasmania Inc.,  
 P. O. Box 28,  
 Battery Point, Tas 7004

I / We agree to abide by the rules of Incorporation and By Laws of the Guild.

Signed(1) ..... Signed(2) .....

Date .....

**Wooden Boat Guild of Tasmania Inc.**

**Nomination Form for Office Bearer or Committee member**



I hereby nominate ..... for the position of .....

Nominated by ..... Signature .....

Seconded by ..... Signature .....

I am prepared to stand for the above position. Signature .....

Nominations should be sent to: Secretary,  
 Wooden Boat Guild of Tasmania Inc,  
 PO Box 28,  
 Battery Point , Tas 7004