



Presidents report—"Roscoe's Ravings"

Well....did I get into trouble from one of our Office Bearers for mentioning that the weather had been a bit on the 'crappy side' the previous month....all I can say is that this last month has been absolutely fantastic....(is that better?)



Whats that I hear yo say Cheryl - I should be steering from the blunt end?

Our Cygnet Yacht Club outing was a beauty and I can truthfully tell you that the weather really was good for this time of the year, we couldn't have asked for a better day. More later in this edition. Just as well, because I had my mother-in-law with us.... Margaret is from Melbourne you know.... and she had to be impressed, if you know what I mean!

As those that attended the last meeting heard, we have been donated a substantial quantity of timber from Zinafex to go towards the Terra Linna project, which is really wonderful. Peter will elaborate further in his Sub- committee report.

Last Friday, I attended the first meeting of the *Maritime Heritage Organisations of Tasmania Group* in Launceston. This group was around some years ago and fizzled out through lack of interest but I think this time it has more support and may well get off the ground. I am yet to receive the minutes of the meeting, so I won't rave on, but overall I feel that it could be a positive move for maritime organisations in Tasmania to have one voice on some matters, as it were, when it comes to lobbying, for instance. There will also a greater opportunity of networking with other maritime organisations, libraries and so on.

While I was in Launceston, I took the opportunity to duck up to **Low Head and meet Howard Nichol, our host for the September Tamar River outing.** Except for the howling wind and bucketing rain on my visit, it will be a fantastic venue for a rowing day. Sorry but

that's what it was like and Howard assured me that it would be 'AOK on the day'....and I believe him. The accommodation is great, fantastic old buildings, so much history....what more can I say.

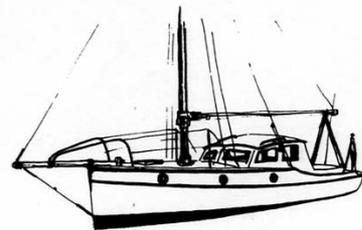
I suggest we meet at the Bass and Flinders Centre in George Town at 1030hrs and have a look around, make our way via lunch to Low Head and check out the Low Head Museum, settle into our accommodation and then I suggest we have a BBQ dinner in the boat shed. The BBQ will be supplied all we have to do is bring along some tucker. Sunday morning do our own exploring and get the boats in the water by 1030hrs and go for our row, I'm not quite sure yet where we'll go but we'll go somewhere....not far. Then after all the strenuous exercise another BBQ lunch or the Coxswain's Cottage Café (serves light snacks only) then head off home.

The cost is \$35 per person per night so I would appreciate if those who will be attending could fix me up at the next meeting and we can sort out who will be staying where. So, that's it, bring your boat/dinghy/kayak/canoe, bring some tucker and bring your sense of humour.

See you at the next meeting.

What's that I hear you say Cheryl....yes humour, it's a funny thing really!

Roscoe



PORT CYGNET ROWING DAY

Another great day 'messaging about in boats'! The weather gods smiled on us and we had a good turnout...boats and people, plus a few guests, despite the dreaded winter wogs.

Brian showed a touch of ingenuity in transporting his elegant canoe down to the water, hoisting it up

onto his shoulders! Robin, Graeme and Chris lent a hand launching boats off trailers, while Judy, well rugged up, took her kayak for a paddle, before she and Graeme joined the others heading for distant shores. Robin and Cherelle had "Puffin" all decked out with the Aussie flag (but what was that metal object clamped onto the transom!?). Roscoe single-handed "Bumtickle", as did Graeme Nichols with his lovely "Scorrybraec" and Grahame crewed for Brian. Jim and Carol set out with HER "Jo Dwyer" (after HE'd done the work of the launch!), joined by Judy and Graeme. Later, Noel and Grahame took "Teepookana" out around the moored boats..



Brian M. finds a novel way to transport his canoe!

around to join the party on the point. Thirsts were quenched and stories exchanged in time to row back to the sailing club. On the subject of bottoms, "Bumtickle" exemplified her name on the rocky shore, giving Grahame D. a good chuckle as Roscoe deftly played gondolier with one oar till he reached deeper water.



Cherelle and Robin watch Brian, Chris & Grahame beach the canoe at "Crooked Tree Point"



Judy rugged up for winter kyaking.

Geoff Cook opened up the clubhouse early, so those wanting shelter from the brisk winter breeze could chat or watch the antics of the more adventurous as they emulated 'Ratty' and 'Mole' in the winter sunshine.



Gleuwein enjoyed by Graeme N., Graeme & Judy, Jim & Carol

By noon the barbeque was hot, the bar open and all boats back at the jetty or on the beach. Hearty appetites in the brisk winter conditions saw al fresco tables full of hungry folk enjoying lunch and sharing the inevitable camaraderie resulting from a gathering of wooden boat lovers.

After lunch, several boats went out again, savouring the perfect day. Judy waved goodbye to Graeme, hopping aboard "An Old Captivity" at the jetty to accompany Chris and David as they fired up the iron spinnaker to return to the mooring in Lymington. David, wanting to give the batteries a charge, had motored around to join the group, just in case any prospective buyers showed up.



Robin, Graeme and Chris help launch "Scorrybraec"

Once boats were launched, the fleet of small craft made their way across the sparkling waters of Port Cygnet, eventually converging on Crooked Tree Point. As an incentive, Chris and I had passed the word we'd be waiting there with several thermoses of the now-popular Gleuwein. We'd planted the official Guild pennant above the rocky beach to greet rowers and offer them a soul-warming libation before their return to the clubhouse. This particular refreshment is rapidly becoming a Guild winter tradition...see what you've started Peter and Dallas, and Robin and Cherelle!

The Port Cygnet Sailing Club once again proved its popularity with members; everyone agreeing it was a fun day. Thanks to all for coming and to Robin and Cherelle for their help in organising the day.



Chris, Cherelle, the Guild pennant, Grahame, Roscoe & Robin

Concerned about damaging their bottoms (boats', that is!), a couple of crews found a sandy patch further up the cove, walking



Robin and Cherelle powering along in "Puffin", showing the flag

Article and photos by Penny Morton

Our Next Rowing Day

Returning to Browns River 26 August 2007

A small boat day on Browns River. Last time we visited this site several years ago it was cold and showery. Lets hope its warmer this year. There were five boats last time including Teepookana, Mystic, Ian Johnston's black dory, Roy and Shirley and one of Ainesley's many boats. As Browns River is close for most people lets see if we can have greater numbers this time. An interesting row past riverside houses and into the golf course.

Program

10:30 Arrive via Tyndall Rd off Channel Highway at Bonnet Hill and assist others to launch in the river from the beach adjacent to the Scout boatshed. River level and tide will determine how easy this is. Boat Rollers may be necessary. Non-boating cars could park on the other side of the footbridge if preferred.

11:30am Official launch of Noel and Noelene's new Adirondak Guide Boat.

11:45am Head up river and explore.

1:00pm BBQ in the Shelter

2:00pm Try other boats, go for a row, paddle, or walk the dog.

Meet where the Bar-B- Q sign is and the ramp is nearby.



Or try

<http://maps.google.com.au/maps?ie=UTF8&om=1&ll=-42.973946,147.322454&spn=0.014946,0.02502&z=15>

Graeme and Graeme

The "Terra Linna Column"

There has been much discussion of late over the Guild needing to restore or build a replica of the "Terra Linna". It has been likened to my love of old Grandpa's original axe which has had two new head and 4 new handles! But it is still Grandpa's original and much loved axe.

I was talking with Bill Foster the other day and he informed me that he had been quite bothered by it as he

was sure the answer had to be either black or white. That is, it needed to be considered either a restoration which retained much of original or if not it would be a replica.

In researching the issue Bill came across the following articles from which Bill has come to the conclusion, as did the writers of these articles, that the main thing out of any such project is that we are preserving/retaining what we can of the "Terra Linna" whilst repairing/rebuilding what we have to. After all our main goal is to ensure an important part of Tasmania's Maritime history and heritage is in a state that can be handed over to the next generation for safe keeping.

Historic Replicas

By Cdr Eric Berryman USNR

Adviser, USA, The World Ship Trust

Rot takes longer with steel-hulled ships because they are more readily repaired or replaced. The late Karl Kortum, founder of San Francisco's Maritime Museum and the collection of historic vessels at Hyde Street, correctly argued that original iron and steel hulls will last much longer than their wooden forebears, and the technology for metal preservation is inexpensive when compared with wood preservation budgets. But even metal fabric will need to be replaced at some juncture. For all display ships that allow visitors to tour and to touch, whether outdoors or inside a climate-controlled building as with Italy's sail ship *Ebe* or Norway's exploration ship *Fram*, sooner or later replica elements will find their way into the original construction. The challenge to the museum ship curator is to meet the repair needs with integrity so that the centuries ahead of us inherit the best that can be.

World Ship Review

The Journal of The World Ship Trust

No 47 March 2007

ISSN 1475-1038

On the matter of replicas and awards

Thank you for *World Ship Review* No 47 which maintains the high standard of previous issues. We are fortunate in the quality and diversity of contributions, proving yet again (if proof were needed) that the Sea Affair is indeed a broad church with subjects ranging from ro-ro pioneers, through an important article by Commander Robbins on New Zealand's maritime heritage to an update of the latest events taking place on board *James Craig*(1) a ship whose restoration and current employment stand as an exemplar of best practice in the maritime heritage field.

I was particularly intrigued by Commander Berryman's article entitled Historic Replicas. His interesting and detailed contribution reflects many of the concerns that occupies the Trust's Awards Committee during my tenure on that body from 1999 to 2005, during which detailed guidelines covering consideration of candidates for maritime

Heritage Awards were drafted. Amongst other factors, the question of how much of the original ship remained often arose. I should say that we generally took a pragmatic approach on this point, when one had to consider facts such as *Trincomalee's*(2) new steel masts, *Aurora's* major renovations following severe damage during the siege of Leningrad, new steel emergency doors cut through *Victory's*(3) hull at the behest of the UK's Health and Safety Executive and many other examples, one could do no other. Suffice it to say that a careful balance was (and is) always made before granting these important awards.

Cdr Berryman refers to a philosophical question when considering the age and restorations etc., of USS *Constitution*(4) as to whether she can still be the real thing. It may be some comfort to know that the problem occupied minds long before the *Constitution* and *Victory* and I doubt if it will ever be completely resolved. Plutarch refers to the ship of Theseus which was put on display in Athens. As the need arose, new planks, sails, ropes and so forth replaced the old until finally none of the original parts of the ship remained. In the home of Western philosophy, a question was raised: was this repaired ship still the same ship? A further question then occurred to the Athenians. Suppose that all the old boards, planks and such like were preserved and eventually combined into a ship, like the original one. Is this restored ship still the same ship?

If the answer to both questions is yes, two ships would be numerically the same, which is absurd. But on what reasonable grounds can the answer to either question be no? The practical seamanlike answer is to avoid philosophy and confine oneself to important matters as described by Cdr Berryman, such as the fascinating story behind all the hard work leading to the eventual finding of a 4 in gun in Ireland for HMCS *Sackville* in Halifax NS. We and future generations owe a debt of gratitude to those who work so hard to repair and maintain our priceless and irreplaceable maritime heritage.

George Swaine

Sussex

World ship Review

The Journal of The World Ship Trust

No 48 June 2007

ISSN 1475-1038

Calendar 2007

- **10.30am, 26th August 2007** Browns River Kingston Beach. Trip Leader Graeme Nichols & Graeme Hunt
- **10.00 am, 1 September 2007** Model Working Bee 185 Berriedale Road Berriedale. Host Peter Higgs
- **10.30am, 22nd and 23rd September 2007** TAMAR River event. Trip Leader Roscoe Barnett
- **10.30am, 21st October 2007**, Dodges Ferry. Trip Leader Graeme Hunt
- **Saturday 17th & Sunday 18th November, A Celebration of the Piner's Punt. See following email and I will advise as more detail is resolved.** Trip leader Peter Higgs
- **10.30am, 2nd December 2007** Rowing Day and WBGT Christmas Luncheon, Mariners Cottage Battery Point.

Trip Leaders responsibilities; the Trip Leader is to confirm meeting paces and times (including maps) for the Skeg edition prior to the event. Skeg closing time is 2nd Monday of every month. Following the event the Trip Leader is to provide a short story and photos of the event for inclusion in the following Skeg. Thanks to Jim Tayton and Graeme Hunt for being John Bishops proxies to get this months Trip Leader report in.

STOP PRESS!

Whilst on about the calendar Roscoe wants me to remind you all to advise him of your bookings. "First in best Dressed" cos Roscoes arranging everyones bedding! See his article on page 1.

Roscoe's Sleeping Arrangements!

Now he's got your attention Roscoe wants to enlighten you to his arrangements for the ;

10.30am, 22nd and 23rd September 2007 TAMAR River event. Trip Leader Roscoe Barnett

My intention is to stay at the Low Head Pilot Station overnight, probably have a meal in George Town, and on Sunday go for a row somewhere and check out the Bass and Flinders Centre where the Norfolk is now living.

The Low Head Pilot Station can provide the following accommodation:

- | | | |
|--------------------|----------|----------------------------------------|
| a.. Pilot's House | Sleeps 8 | (1 x Queen, 1 x Double, 2 x 2 singles) |
| b.. Boatman's | Sleeps 6 | (1 x Queen, 2 x 2 singles) |
| c.. Boat Crew East | Sleeps 6 | (1 x Queen, 2 x 2 singles) |

d.. Boat Crew West Sleeps 6 (1 x Queen, 2 x 1 single, 1 x 2 singles)

e.. Light House Keepers Sleeps 6 (1 x Queen, 2 x 2 singles)

The first four cottages are located within 150m of each other at the Low Head Pilot Station the Light House Keepers Cottage is 900m by road to the north of the Pilot Station (5 m south of the cliff!!).

"First in best bedded" Roscoe.

A Celebration of the Piners Punt

The following is an email received from our contact Dianne Coon of Strahan in regard to our pending visit.

Hello Peter

Great to hear from you. I have pencilled Saturday 17th and Sunday 18th November into the diary, and think we could call the event "A Celebration of the Piners Punt". After mentioning it to a couple of people the bush telegraph seems to have got to work, and I have been contacted by locals seeking the date so they can book their friends into accommodation, so it has obviously fired imaginations.

In order to avoid \$3,000+ public liability insurance premiums we will have to refrain from publicly using words like 'race', or 'regatta', but we can certainly organise something on the Saturday which parades and shows off the punts, using the main park in Strahan where the Piners Festivals take place. I'm sure demonstrations of boat building skills and techniques will be popular if they are sufficiently portable to be set up in the park.

The Piners Festival Committee has a healthy bank balance, so I'm sure they will agree to fund a dinner /BBQ for the Guild. The Storytellers event became a major highlight of the Piners Festival and is pretty easy to stage, so I'm thinking that we can run something like that in the Visitors Centre on the Saturday night. Since the last Festival, two of our stalwarts - Denny Hamill and Harry McDermott - have died, and I think the Committee might fund two prizes in their name: a schools art prize, and a storytellers / poetry prize.

So, if you confirm that the date is OK by you, I will start officially notifying the community and rustling up some organisers.

I share your hope that this might kick start the Piners Festival. Thanks so much for the initiative.

Regards

Dianne Coon

Strahan

I believe the Posters are up in Strahan and there is much interest amongst local Punt owners.

General Meetings are on the 3rd Monday of each month, inc. public holidays, but not in the month of January.

The next general meeting of the Wooden Boat Guild of Tasmania Inc. will be held at the Mariners' Cottage, Napoleon Street, Battery Point commencing at 7.30 pm Monday 20th August 2007

There will be a committee meeting held at 6.00pm prior to the meeting and a Terra Linna meeting at 5.15pm. Members welcome.

Guest Speaker/s, 20th August 2007

As of yet we do not have a guest speaker. All equipment will be available for some one who wants to speak.

Needed;

1. **Skeg articles by the 2nd Monday of each month.**
2. **Speaker/demonstration for next month**

Have you looked at our Web site lately? Its worth a look!

<http://www.maritimetas.org/taswoodenboatguild/>

Officers of the Guild contact list

<i>President</i>	Ross Barnett	03 62233451
<i>Sen. Vice President</i>	Graeme Hunt	03 62278652
<i>Vice President</i>	David Barnes	
<i>Secretary</i>	Peter Higgs	03 62491695
<i>Treasurer</i>	Brian Marriott	0419877684
<i>Flag Officers</i>	Peter Higgs & Brian Marriott	
<i>Mess Officers</i>	Cherelle Gadge & Robin Singleton	03 62439033
<i>Committee</i>	David Gatenby	
	Jim Tayton	
	Noel Hall	

Terra Linna column cont. Wobbler's Story—Roscoe

My mate Wobbler has always got a story. In fact he had plenty of stories to tell me about *Maori Lass* when he used to own her about three hundred years ago!.... but this one is a short story to add to the *Terra Linna* history book.

Wobbler was in Roscoe's Boat Bits shop the other day talking to one of my customers about what, I can't really remember, but somehow we got onto the subject of raising funds to rescue old historical Tasmanian vessels and I straight away mentioned the *Terra Linna*, hoping that they might both put their hand in their pocket and give the Guild a donation of a couple of quid.

To that Wobbler explained that we were lucky that she, the *Terra Linna*, was still here. As a young lad in the early to mid 1950's, living in Bellerive and attending school in Hobart, he, along with others, would catch the ferry to and from Waterman's Dock to the old railway wharf in Bellerive every day. Now as astute budding young businessmen of the future they could see a way to save some of their ferry fare money, sixpence I believe, and spend it on a nourishing custard tart instead.

There was a gentleman by the name of Lenny (skinny) Hales who owned a little boat, known as the *Terra Linna*, that had a Ford Prefect motor in it, and these boys Wobbler, Kim Newstead, Robert Clifford and John Burton all used to cadge a lift home in this little vessel, hence saving the ferry fare. At some stage Wobbler's parents discovered what the boys were up to and Wobbler and the others were told under no circumstances were they to go anywhere near the *Terra Linna*, let alone accept a lift because she was an unseaworthy old heap of rubbish.

Well, apparently all bar one of the young lads did as their parents had advised.

One afternoon after school, three of the boys were on the ferry at Waterman's wharf waiting to depart when they saw 'Skinny' and the fourth lad head off to Bellerive in the *Terra Linna* only to see her burst into flames immediately after departing the wharf. There was much excitement and the ferry that Wobbler and the other lads were on was able to train a fire hose onto the Ford Prefect motor and hence save the vessel from being destroyed. (What's that I hear you say Cheryl....I think you should wash your mouth out with soap and water!)

Of course the lad on board the *Terra Linna* was soaked to the skin and as you can imagine was in very deep ka ka when he arrived home. It was not known what then happened in the life of the *Terra Linna*...but we know where she is now.

Oh, by the way I didn't get a donation out of Wobbler but I did get a good laugh.

A collage of Port Cygnet Rowing Day



3 nice wooden boats



Noel & Grahame's 1st row in Teepookana



Enjoying Cygnet Yacht Club hospitality



Graeme canoeing

Old Captivity at the ready



Jim also enjoying Cygnet Yacht Clubs hosoiatity

Nothing better than talking wooden boats

