



President's August Report 2012

I've been told not to mention the "W" word, but let's face it; the weather hasn't been all that flash over the last couple of weeks. A couple of nice days here and there but most certainly not boating weather and definitely not boat painting weather either. There seems to be a couple of nice days during the week and then as soon as the weekend comes around....biffo, the weather turns nasty!

I've just managed to secure a marina berth for *Maori Lass* which will, hopefully give me greater access to work on my beloved, oh! sorry Cheryl, I meant to say my (our) long standing project, which is now approaching its twentieth year. Arr....yes I hear you say.... yes, she will most definitely be ready for the tenth AWBF in February next year.

And speaking of the Australian Wooden Boat Festival, the entries are coming in quick and fast and as Dockmaster I'm starting to run out of room for some of the larger vessels already. Now that we have the seaplane jetty on Kings Pier North and the new Mast berthing facilities that are about to be constructed on Elizabeth Street Pier North, there is not as much room for larger vessels.

What we do need are more vessels on shore. So, if you haven't already entered your dinghy, skiff, putt-putt or uncompleted project, get onto the AWBF web site and enter. If you can't access the website, ring the AWBF office (03 6223 3375) and talk to Bronnie, she'll fix you up with all the relevant entry information.

The *Terra Linna* project is moving forward and Peter will have a full report later in this edition.

I had previously mentioned that I have been representing the Guild at meetings exploring the possibilities of having a permanent (rotating) display of vintage vessels berthed on the Davey Street end of Constitution Dock. I am hopeful

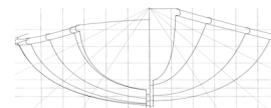
that *Terra Linna* may well be one of these vessels. We have met with TasPorts and put a proposal forward which has been well received, all we have to do now is some 'home-work'. I'll keep you posted.

Our next meeting will be on **Monday 20 August**, we are changing back to our old format, too cold for a BBQ, now that we are in the middle of winter. The **Committee meeting will start at 5:30pm** and go through to 7:00pm and the **General meeting and presentation will start at 7:00pm**. Don't forget to mark in your diary our next **Rowing Day** which will take place on **Sunday 26 August** at Randalls Bay and Brian Marriott will be our trusty trip Leader. I look forward to seeing you there for a row, a BBQ and a quiet one. More details in the Calendar section of this Skeg.

Don't forget we are still looking for Guild premises to store our gear and even the possibilities of our own club rooms. Keep a lookout and if you see something get in touch with one of the committee.

Fair Winds

Roscoe



Secretary's August Report 2012

Firstly, I note that a number of members have not paid their subscriptions this year. If you wish to continue your membership of the Guild please complete the membership renewal form attached to this copy of the Skeg and forward it to the Treasurer with your remittance. If you took advantage of the morning tea provided at the *Terra Linna* launch the Committee would appreciate a \$5 donation to cover costs.

During the General Meeting held on 16 July 2012, the President reported that a second meeting was planned with TasPorts to discuss a permanent heritage boat display at Constitution Dock.

Peter Higgs reported that lead casting for Terra Linna ballast had been unsuccessful due to a blockage in the outlet pipe and another day was planned. Insurance quotations for TL and Teepookana were being sought from several insurance brokers.

At the July meeting it was resolved that General Meetings would commence at 7:00pm during winter.

On August 26, a boating trip is being planned to Randalls Bay – trip leader is Brian Marriott.

The Guest Speaker was Graeme Hunt who made a presentation of photographs and video taken at the launching of Terra Linna.

The Guild receives a number of newsletters from other Clubs or Organisations. Notable articles from these publications include:

The Log (WBA – Qld) – Construction of Selway Fisher designed 16 foot open boat with gaff yawl rig, Seagull Outboard and Bribie Island Regatta reports.

Scuttlebutt (WBA – NSW) - More on Brigantine sailing vessels – good read.

Crow's Nest (WBA – SA) – Magical practices among the "W'Basa", a semi-nomadic people living in the coastal regions of South Australia.

The Ash Breeze (Journal of the Traditional Small Craft association) – highlighting activities on the eastern side of USA.

I will leave these newsletters in the designated containers in the storage room prior to the next General meeting.

Graeme Nichols



Terra Linna August Report

As you are probably all aware the last pouring of lead problems were overcome and a good supply was generated. However, according to Noel we need just as much again!

Since the re-launch we have had to overcome two major hurdles.

Firstly, on the 8th day after the re-launch we had an urgent call from the BTC Bosun advising us to get over to *Terra Linna* urgently as she was taking water rapidly. I could only get Graeme Hunt to assist me at BYC and on arrival it was obvious we were in trouble, water in the bow had risen some 500mm above the sole boards. I started pumping by hand whilst Graeme went back to the Bosun to see if there was a portable electric pump we could borrow.

This was arranged and some 40 minutes later we could see we had lowered the water to below the sole boards. At this stage, 6.00pm, we put in place a plan to limit the intake for the night by removing as much of the lead ballast as possible. We then arranged for as many as possible to be available first thing to slip *Terra Linna*.

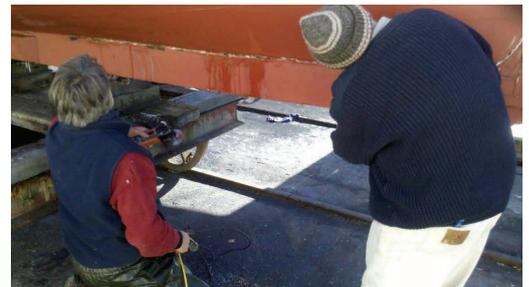
Once on the hard it was pretty obvious that we had a leaking garboard. It was apparent that there had been some

reaction between the timber and the linseed putty. To rectify, we have primed the timbers, cotton caulked the garboard seam and the, heaven forbid, sealed it with Sika Flex. Time will be the best judge of our decision!

She is now back in the water and things seem to have settled down. Rob Nolan has taken a lead role by setting up a "watch roster" and this is working well. Many thanks Rob and the Roster team, your efforts are much appreciated.

The second issue has been around for a while but came to a bit of a head at the re-launch. That is the

Photo Peter Higgs



Noel and Rob raking out the garboard

size of the mast. It must be remembered that we engaged Murray Isles to design the mast after discussions with the sail and spar makers suggested we needed some calculations to determine the size of the mast.

Once done Denman Marine constructed the same to the dimensions provided by Murray. These were delivered and after some initial discussions accepted as what was needed.

Discussions after the re-launch led to us revisiting the size once more.

To do so I have been in discussions with Chris Burke and Murray Isles. The following outlines some of the email discussion that has occurred.

From Murray Isles 8/7/12—Sorry in the delay in this reply - I've been away and wanted to look at the dwg before replying as I didn't quite understand your description. I'm afraid though that I still don't - perhaps even a rough sketch would help.

Is Chris planning to increase the taper below the partners or reduce the maximum diameter? The issue with masts is the avoidance of buckling failure due to the compression imposed by the shrouds at fine angles to vertical - panting is the first sign of this. This is achieved by having an adequate Moment of Inertia (I). For a solid circular section, $I = (\pi \times d^4)/64$ - that is the important thing to realise is that the diameter is increased by a power of 4 - going from 145mm to 120mm will reduce the the stiffness by about 50%. As a first rule of thumb, a hollow section needs to be about 10% greater diameter for the same stiffness as a solid section.

The original rig was quite big and the photos seemed to suggest people moved their weight well to windward when sailing, which, of course, increases the righting moment and, so, the compression load on the mast. - the issue isn't so much the wind pressure one is sailing in as the righting moment holding the rig up to it.

I don't understand the reference to 'sufficient wall thickness while reducing weight'. Wall thickness, until one gets really extreme (and that can be dealt with with internal bulkheads) is largely an issue of fastenings and builder's convenience - if one wants a light mast than one increases the overall diameter and reduces the wall thickness but that leads one into veneer construction and I gather larger diameter is what you are trying to avoid.

Anyway, if you can expand on the description and, maybe, send a sketch, I'll do some numbers

and we'll then have something in front of us we can talk about.

Following receipt of this I had further discussions with Chris to refine exactly what we intended to do to reduce the diameter of the mast. I relayed this to Murray and this is his response.

Murray Isles 15/8/12 - I've had a look at the reduced diameter under both full sail and the lowers with an estimated righting moment due to the crew all to windward. The righting moment is, as you will understand, a bit of a guess but I think it is realistic. I come up with a safety factor of about 1.7 (the mast would theoretically fail at a load 70% greater than it is likely to ever see). The usually recommended figure is around 3.5 as masts aren't in a static environment and crews aren't always as kind to them as they should be. Given that you're not likely to take the boat out in heavy conditions (rhythmic pitching is obviously bad for masts) and won't be seeing big waves, I think you will be okay reducing the diameter as described.

Thanks for your extra work and considerations Murray.

So the outcome is that we will proceed to cut and shut the mast accordingly. We are very fortunate that Andrew Denman has come to our rescue by offering the use of his bandsaw and workshop for Chris Burke to undertake the work. Many thanks Andrew, it is very much appreciated.

Chris is on leave currently so the start date is not quite clear at this stage.

If we wish to become more adventurous with the voyages of the *Terra Linna* we will have to save for a solid mast as a second option.

On the other rigging stuff I have fabricated the out-



Photo Peter Higgs

Outhauls fabricated , hardened and galvanised

hauls for the bow sprit (larger diameter) and the boom (smaller diameter). I have then had ACME Engineering harden the same and

then TasGal of Brighton have galvanised the same. They will now be handed over to Anastasia for leath-
ering.

On the domestic front we had a great turn out for the working bee to re establish Noel and Noelene's garden after the takeover of the same that Terra Linna caused. The photos I

Photo Peter Higgs



Some of the timber Stock Taking team

provide do not do justice considering all the work the ladies did in the garden. Commonly known as "praying

gardeners" [the ladies] I would probably be taken to task if I photographed them in action as it is always very hard to get a frontal photo of a "praying gardener". However, I must sincerely thank all of the "praying gardeners" present on the day plus Judy Hunt who went to great lengths to purchase some beautiful plants for Noel and Noelene. I visited Noelene the following day and she was beaming, that said it all for me.

Mean time we re-glazed the window in Noels shed, broken when Terra Linna was first blown off her chocks some 5 years earlier. Noel found the

Photo Peter Higgs



David Morton mowed all lawns

glass less window very handy for power cable and grabbing tools. We also moved the bar-b-q, surplus hardware, paint and old fittings back to the Mariners Cottage. And a group led by Graeme Nichols and Ainesley Smith undertook a stocktake of all surplus timber and then moved it to Ainesley and Ros's place. Although not complete the sale of this timber and surplus spars

counts. We need another day to complete this task and dispose of some more rubbish.

Lunch time on the day proved to be an up market working bee BYO lunch. Many thanks to Noelene Hall and Penny Morton for the array of soups. This included Pea and Ham, Potato Leek and Curry, Tomato and Vegetable and then Penny's Chilli Con Carne all with an incredible fare of fresh breads and spreads. Well done and if anyone went away hungry it was their own fault

Peter Higgs

From the Editors Desk August 2012

It was very interesting reading the Crows Nest newsletter for the WB Association of SA. The amount of restoration work being undertaken on River Murray Paddle Steamers is just fantastic. They also seem to have a wide variety of wooden boat activities that would be the envy of any WBA or WBG.

Their articles on their "Classic Thursdays" and "Cavorting on the Mighty Murray" leave me very envious. Where do we get the time.

A previous SA TAFE colleague Steve Conway identifies a great wooden boat exhibition in Seattle USA well worth watching. See it at <http://classicyacht.org/content/seattle-opening-day-video-2012>

The Crows Nest News Letter can be found in the Library at the Mariners Cottage for your indulgence.

Following the re-launch of the *Terra Linna* I advise members that following comments I made to the Wooden Boat Magazine # 226 regarding the American Whale Boat and its likeness to the construction of the *Terra Linna* I was invited to post an article on the restoration of the *Terra Linna*. No promises but it is scheduled to be in the November/December issue. A similar story was also sent to Classic Boat.

Peter Higgs

Editor

For Sale:

Adirondack Guide Boat Mould

Noel Hall wants to chop up his Adirondack Guide Boat Mould!

This would be a great pity so if any one would like to save it please contact Noel Hall, he only wants a small sum for it!

Eltin Ronan - Eltin Ronan for sale. She's been a big/little restoration job for a boat with a lot of history. Looking for a mad keen wooden boater to take her on and maintain her as part of Tasmania's Maritime history.great rowing boat and

prepared to negotiate the price. Contact Peter on 0419803317

Calendar 2012 - to be completed soon

- **Monday 20th August** WBGT General meeting
- **Sunday August 26**, a boating trip is being planned to Randalls Bay – trip leader is Brian Marriott.
- **Sunday 9th September** Working Bee to complete the shifting of timber from Noel and Noelenes. 10.00am start
- **Monday 16th September** next General and Committee meeting
- **Maritime and Maritime Heritage lunch box talks 12 noon till 1.00pm — 1st Tuesday of each month** MMT.

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 1st Monday for text and 1st Monday for photos every month. Following the event the Trip Leader is to provide a short story and up to 5 of their own photos, sized and titled (as file name) appropriately, of the event for inclusion in the following Skeg. Members wishing to submit photos from the rowing days are required to provide a maximum of five to the Trip Leader so that we do not get same/similar contributions. All must be sized as below with a title as the file name.

Members wishing to submit articles & photos: All members articles and photos are most welcome as contributions for the Skeg or other publications. For the Skeg, articles are preferred to be in MS Word with no formatting. Members are asked to restrict their photographic submissions to 5 in total per month and to have resized the photos to the following specs. No PDF's please!

400 Pixels wide X 300 Pixels high, or

5.7 cm wide X 4.2 cm high, with a resolution of

180 pixels per inch

are also welcome. The journal articles need to be articles of value regarding restorations, research and Maritime heritage. Journal articles need to include all due acknowledgements and titled photos. The above conditions also apply.

All SKEG articles must be with the editor in a digital form by the 1st Monday of the month.

Trips -Where we have been since Feb 2008	
Browns River	Port Cygnet x 2
Wooden Boat Centre – Franklin	Lake Dulverton
Shag Bay	Catamaran
Huon River	Where we didn't go
Snug	Carlton River
Marieville Esp.	Marion Bay
South Arm	Jordon River
Strahan x 2	Where we could go
Bellerive – Sea farers Festival Cottages x 4	Lewisham / Seven Mile Beach
Cremorne – Roly & Kate's x 2	Dunalley
St Helens	Saltwater River
Land Cruise – G. Dudgeon	Nubeena
Kettering / Trial Bay	Alonnah
Orford / Spring Bay x 3	Lunawanna
Duck Pond x 4	Verona Sands / Charlotte Cove
New Norfolk x 3	Police Point
Port Sorell x 2	Peppermint Bay
Tinderbox	Margate / North West Bay
Model Day	Oyster Cove

General Meetings are on the 3rd Monday of each month, inc. public holidays except in the month of December.

The next General meeting and Committee meeting will be held Monday 20th August 2012 at the Mariners' Cottage, Napoleon Street, Battery Point commencing at 7.00pm

There will be a committee meeting commencing at 5.30pm, at which members are welcome to attend.

<http://www.woodenboatguildtas.org.au/>

Guest Speaker, August 20th, 2012

TBA.

I have not at this stage been able to contact Pat Synge (editor)

Presenter/s or practical demonstration required for future meetings.

Skeg articles by the 1st Monday of each month please . If the deadlines can't be kept the SKEG will be published without late submissions!

1. **Skeg photographs by the 1st Monday of each month.**
2. **Speaker/demonstration (it can be a demonstration of a wooden boat building activity or problem solving activity) for next month are always needed so get your name and topic in to the Editor.**

Officers of the Guild contact list

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Vice President	Brian Marriott	0419877684
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	Ainesley Smith	62399533
	Robin Singleton	0439839033
	David Long	0419210451