



Classic Boats

News June 2024

Cruising the USA east coast Intracoastal Waterway



President Bills notes



Report for June 2024

Another bumper month with plenty to keep

Our finances received a boost with the sale of another Pittwater Scull which means we have now

decks of rowing sculls, or so we were thinking when a Verry Merry rowing scull was donated. As it happens this fine example of a rowing scull was built by none other than our very own member John “Jack” Hornsby. It comes with a substantial trolley and is for sale at far less than the cost to build. First in best dressed, the rowers dream machine.

members busy.

Rhythm II and cleared the

Our public relations efforts during the month saw a group at the Lake Mac Autumn Fair hosted by Rotary. We made lots of friends but no sales this time around, it was a good try. Thank you to all the hardy members who came along.

Jeff Marriott has been hard at work creating a schedule of events for the two workshops, this is on display in WS 1. The schedule is a movable feast with so much going on don't be surprised if it is updated on a weekly basis. The committee sets the priorities, we look for a balance between the needs of members and what is best for our Association

Lake Macquarie Council has presented us with a proposed five-year lease, our tenancy is secure for the next five years and our annual rental payment is very reasonable. I have negotiated with LMCC “Council” for them to take on the promotion of Lakefest, up till now a loosely formed committee has been doing this job. Lakefest, to which Boatfest – Boat Bits Bonanza has been a contributor, will be better promoted through the channels available to Council's events department.

Stay tuned we have some interesting projects to roll out, we aim to have something to interest everyone

Catch up Tuesday and Thursday at the “Boatshed”.

Bill

Safety Issues

From last month please remember

1. Switch off Battery chargers before leaving .
2. Stroke .. Timing is important . look for signs and Call emergency.

Dust Extraction is now set up in each workshop. This is for your health as well as protecting the equipment from dust build up.

Face masks are also available for dust and chemical /epoxy work..

Minutes of Committee Meeting

These are sent to every member so you can stay informed .. Lots of information on LMCBA in the detailed 4 pages . eg

New Members and equipment purchases are listed .

Project leaders requested /required on a number of jobs .

Constitution . needs rewriting and approval at AGM in July .

Millage allowance of 0.85c/km for committee members only .

Social Activities listed . visits , car rally etc

\$20,000 in long term a/c for future .

Strategic plan tabled ???

Near Term Projects.

Restoration of the Petit Brise very soon in WS 2



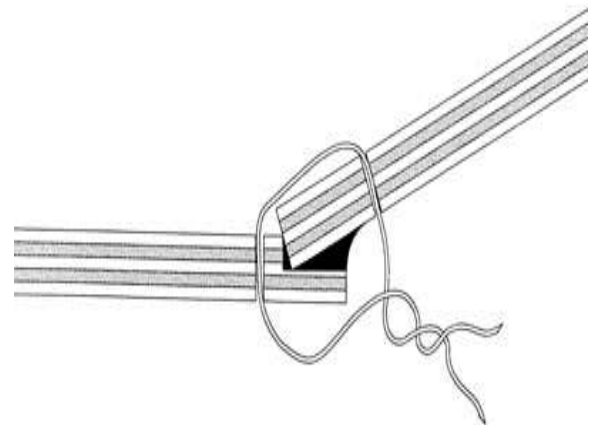
not ours but similar when restored

Southport nesting Dinghy • *CLC Lap Stitch and Glue*



This small Pram Is built using the *Patented Lap-Stitch method.*

Planks are not butted but fit into a rebat on the next plank giving a much stronger join.



The “stitch-and-glue” method is an easy way to build a boat, as tens of thousands of amateur boatbuilders will testify. Stitch-and-glue techniques date back to the advent of modern adhesives in the 1960s. The process dispenses with lofting, elaborate molds, and much of the complex joinery of traditional wooden boat building. Instead, computer-cut plywood parts are “stitched” together with loops of wire, then glued with epoxy to create a rigid and seaworthy hull. While this stitch-together approach is friendly to amateurs, in recent decades the method and is now common in the many USA wooden boat schools. As the owner of Chesapeake Light Craft, in the usa John Harris the designer and patent holder has shipped 45,000 stitch-and-glue boat kits and built hundreds of boats in classes .

Rowers and BRRR winter

The LMCBA St Ayles Skiff Community rowing.

An Oarsome group

Winter rowing is a great chance to have a go.

Some warm layers and a Lmcba beanie and your set

During winter members travel and there is often a place to take out newby,s .

Rowing gives **exercise** to the whole body more so than walking and as a team activity it is much more **social**

See Mario or Keith they can message you as to opportunities.



Rowing or paddling Straight with ballast (from Canoeing usa)

Weathercocking is the tendency of rowing and paddling craft to veer up wind in a crosswind. The leeward bow is subject to increased pressure as the boat moves forward and the wind blows it downwind. The stern meets lower pressure, a result of the turbulence created by the boat's passage through the water. The stern drifts downwind through this turbulent area faster than the bow does through undisturbed water, so the boat angles into the wind. Rowing or paddling harder only makes the problem worse. Many sea kayaks are equipped with a retractable skeg or a rudder that, when deployed, can mitigate the downwind drift of the stern and eliminate weathercocking. A boat without a retractable skeg or rudder can be loaded stern-heavy; the increased draft reaches below the turbulence to diminish the downwind drift. And, as the stern sinks, the bow rises, which lessens the water's grip on the forefoot and increases the area acted upon by the wind. The result is a balanced downwind drift, without the bow turning into the wind.

One easy solution are water bags placed astern rowing to windward or aft if down wind

Question for next month . Can you row in a scull ?

Projects progress

Joes Motors A few gems in our classic boat motor section with Joe assisted by Bill The simplex and the Victa running are the latest successes in WS2



Both simplex and Victa run like a dream . Sooty and louder than a snore



nicks
oars
upstairs
and
johns
model

downstairs





Guillimot Stem fitting and Whisky plank fitted and celebrated in the correct manner Thanks to Jeffs little bottles



And upstairs The Canoe is progressing . Lots of steaming (bending) going on



And in WS1 Lots happening on the **Hartley TS16**

C/B Case and overall hull



Steve's boat, a Ptarmigan 17

A PRETTY LITTLE YACHT AND GREAT WORKMANSHIP FROM STEVE AND BOB AND THE WORKSHOP 1 MEMBERS INVOLVED



But Wait there is more

The Whisp (I,ll get Photos next Week) Hull is painted and Gunnels varnished, Special woven cane seats under repair.

And then there are a few of these Moxon Vyce Building Challenge in variations being made and the challenge is to make the best one and you get it free . material supplied and others sold of at boat fest



I Want one they do make working at the bench easier on the back and eyesight



And with new equipment installation and dare I say WS clean up There is plenty to keep us amused . OHHHH and we rigged the two sailing boats

Continuing the USA intracoastal Adventure

Member David with many years in the marine industry and very wide Australian and international racing experience retired and as you would bought a boat in the usa east coast and planned a trip to the caribbean and back to new york area using the inland waterways where possible . see earlier newsletter . this month we Continue Davids Story of a cruise on the East Coast of the USA .

The **Intracoastal Waterway (ICW)** is a 3,000-mile (4,800 km) inland waterway along the Atlantic and Gulf of Mexico coasts of the USA



.From Solomons Island, Chesapeake Bay, Virginia to West Palm Beach, Florida 21/10/93 to West Palm Beach 5/12/93

Solomons Island to Indian Creek

Time to go. It's starting to get quite cold especially when the wind is in the North. The Canada Geese are leading the way and we have done as much as we can to sort the boat and had a trial sail to calibrate the log and Raymarine Wheel Pilot.

Set log at zero and cast off at 0715 course 167 m and win NE 10 log records at 0815 set headsail, (on a furler) after rounding Cedar Point. Thrilled to spot the QE2 steaming up Long Island Sound towards Annapolis. Wind somewhat variable so some motoring. At approx. 1420 we were motoring towards Indian Creek to anchor for the night when I heard/felt a bump but could see nothing and so continued albeit at a 1 knot lower speed. So, being new to the boat was a bit worried. I went forward and looked over the bow to see that we had hit a four metre painters plank exactly in the middle and were pushing it through the water!. Relived it was nothing more serious.

Anchored for a quiet peaceful night and so ended our first day. Thought our log speed may be overreading about half a knot.

The next day we got away about 0645 heading for Norfolk, a large naval town at the southern end of Chesapeake Bay.

To Norfolk.

Underway at 0645 weather clearing and wind around 15knots westerly.

Soon kicked up to 35 knots, on the beam with a nasty chop and quite cold.

Entered Norfolk Harbour around 1415 and anchored in lee of Hospital Point which was a bit exposed.

Norfolk is a huge naval base, and we counted some 5 Nuclear submarines and 3 aircraft carriers amongst numerous other naval vessels. A lot more than the entire Australian navy

Noted in the log it was a very tiring day with lots of lobster pots to avoid. Engine hours 1.4.

Did the tourist thing on Thursday, and now for the real Intercoastal Waterway.

Norfolk to Coinjock

Up anchor 0645 log 116.7 cold but clear.

Through our first lock and down the Albermarle and Chesapeake canal. Very scenic and stayed the night at the Coinjock Marina. Topped up water and fuel, 11.5 gallons.

Coinjock to Tuckerhoe Point

Lovely sunrise, calm

Entering North River at pile 155 The waterway is posted with piles every nautical mile and to keep track we move a piece of masking tape every pile, (1 Nautical mile) to keep track. A mix of canal and rivers.

Log shows 51 miles covered in approx. 8 1/2 hours.

Tuckerhoe Point to Bonner Bay

Up anchor at 0740, (slept in) and passed through our first bridge, a swinging bridge, and noted that after exiting the canal the port and starboard had been reversed! Passed through another bridge, (there are lots of them many over 60 feet high), and anchored k off Spring Creek covering some 57 miles.

Bonner Bay to Beaufort.

Beaufort is a lovely town and we unfolded our bikes and toured the town. We had booked into a Marina as we needed to stock up a bit and stayed the next day. Log notes a good marina but showers a 150 yard walk and the drinking water not too good. Marina fee \$1.50 per foot or US\$57 for us. I was glad the US dollar rate was very good at the time! Strong Northerly breeze developed the next day and dropped the temperature some 15 degrees.

Beaufort to Hammock Bay

Some reaching with Headsail out and some open water We had an early start, (0600) and while Meryl steered I cooked Eggs Benedict. Anchoring was a bit crowded with over 12 boats in the Bay. The Yanks love

their Danforth anchors with little chain and way too much rope scope taking up a lot of swinging room, but the holding was good and a good nights sleep followed.

We were getting the hang of things, the need to closely track our progress and call up bridges to let them know we were approaching and 8 to 10 hour days, mostly motoring, were pretty tiring and often a bit booring.

Snows Cut. 9/11/93

I'm sure you are getting the picture. We dragged for the first time in Snows bay as the holding was very poor and so we laid out our Danforth at 45 degrees and all was ok. It was also raining, cold and miserable. Well winter was fast approaching, and we had to expect that!

An option was to take the opportunity to go offshore coastal, but Meryl was not too comfortable with that at this stage and of course we would be unfamiliar with the entrances.

[Snows Cut joining one lake with another dug by maj snow of the US army Corp in 1930](#)



The Perfect Pass

Much of the trip is in narrow waterways and it raises the issue of larger faster motor boats, some at least 100 feet long, wanting to pass us. Despite the damage to river banks etc. there are few speed limits.

The established procedure is that as they approach your stern they back off to about 6 knots, you slow down to 2 knots and they overtake. As soon as the quarter wave passes the yacht's bow on go the revs and they are back on the plane. It works very well.

Not everyone does it unfortunately and I believe the situation has got worse over the years

Sunday 14/11

Three weeks into the trip. Up anchor at 0830 and at 1400 passed under bridge at low tide with 2 feet to spare to Ashley Marina in Charlestown. On the way Meryl baked her first loaf of bread which was much better than US bread which is like eating blotting paper. Changed oil and filters. Engine hours to date 90. Did the touristy thing and gave our folding bikes a good workout, it's a charming place and I think it's place where the first shots of the civil war took place

We are about 2/3rd of the way to Palm Beach Florida and the weather has been quite cold and rainy, so we are looking forward to reaching our destination. Well it is mid November and winter !

Anchored in Bull Creek where we were visited by the Water Police for not using our anchor light. Agreed to use steaming light until we bought one! They were pretty good about it and we subsequently bought a nice brass and copper one with Fresnel lens and powered by Kerosene in historic Beaufort.

Next couple of days very windy from the north which brings very cold air down.

23rd of November and anchored off Daytona Beach where it was exposed and we dragged so set the Danforth as well with a scope of about 8 to 1, very soft mud so Danforth was more suitable anyway.

Long night and we are both pretty fed up with the cold and exposed anchorages. Now motored 600 hours . Visited the Space Centre which was really interesting. There was a Saturn Rocket on it's side and it's just enormous. Met a couple on a Niagara 35 and she went to Newcastle Girls High would you believe!

It's Tuesday the 30th and there was a shuttle launch scheduled so we turned back for two days to see it. Anchored in a bay off the ICW about three miles across mostly water from the actual launch site. Launch was delayed due to weather until Thursday 2/12.

The launch was SPECTACULAR. You could read a paper.



Sunday 5/12

Entered Lake Worth and booked in to Riviera Marina to get some work done. The weather had warmed up quite a bit except when the Norther blew.

Tied up in a Marina at Vero beach where we stayed to get some work done.

A section of Lake Worth in the intracoastal waterway . Atlantic ocean in the background.

