



Classic Boats

News March 2024

Vale Iain Oughtred

- Sad news from Scotland of the passing of Ian Oughtred. He designed many of the boats we know so well including the St Ayles skiff and many of our and members boats



How lucky I am to have something
that makes saying goodbye so hard.”
A. A. Milne

President Bills notes



I want to thank members for the excellent way the Boatshed ran in my absence during January. Lyndal and I travelled to the BIG ISLAND of Hawaii for a Birthday Party (Lyndal's sister's 70th), hard to imagine that this happened but it is a part of life in the 21st Century. We were away overseas for seven days, we returned to Sydney and headed off to Victoria for a 50th wedding anniversary of friends then to the Grampians for three nights, three nights on the Paddle Steamer Emmylou on the Murray out of Echuca before going home through Jindabyne and Canberra. It is a tough life but someone had to do it.

Boatfest 2024 was a great success, the feature in 2024 was the involvement of RAID boats, I am grateful to both Paul da Roza and Steve Price for making this visit by RAID boats happen. Paul has produced a You Tube video part of which deals with Boatfest 2024, here is the link.

Sailing Kate Louise February 2024 Boatfest #1 <https://www.youtube.com/watch?v=Kzc5xvjAkKo>

The response to Boat Bits Bonanza was ahead of the last few years with more than 30 sellers and 2,500 attendees.

The schedule for Boatfest worked well. The park was booked for Saturday 10th and Sunday 11th. RAID boats appeared on Saturday with dinner at the Catalina Club on Saturday night. A team of LMCBA BBQ professionals fired up the BBQ on Sunday morning to do egg, bacon and sausages for breakfast for the RAID-ers and anyone else who appeared hungry and able to get up early. Boat Bits Bonanza sellers and buyers started appearing from 7.30am and the day closed by 2pm.

Members of LMCBA and others from the local community with boats to display or sell started coming on Saturday as we had Maurice White and the RAID-ers staying on site overnight.

Progress on the various projects has been steady, new projects appear constantly and old projects are selling although we do need to move Rhythm and the Pittwater Sculls along, it will happen when the right persons come along.

I have completed the application for Men's Shed insurance nominating our financial membership as 46 financial members as of the day we submitted the insurance request. We will pay \$28.50 per head to the Australian Men's Shed Association for the insurance for another year.

The Mirror dinghy merry-go-around has been operating, the blue Mirror has been repurchased by Kathy Reid who will be using the skills and experience of fellow members to advance her sailing experiences.

Bill Coote

Safety striking injuries

Struck By

- Injuries produced by forcible contact or impact between the injured person and an object or piece of equipment.
- This can be minimised by clearances and or a protective layer eg. Clothing long sleeves and pants. Solid footwear and gloves. Eye protection – glasses / goggles or face shields.
- **Examples and controls**
Obstructed walkways – create clearances.

Protruding clamps –
reposition to
minimise contact.



Overhead storage not secured – remove unwanted and secure eg. hungry boards. *(Ed note Look at wood storage racks . my photo went missing)*

Lifting and moving loads – hands clear and one person control.

Moving equipment – keep body and hands clear at all times.

Stop, think, is there a safer way?

If an issue or an Accident Please report it to Terry Parkinson

The future of Wooden Boats ???



The centre on the docklands site in Melbourne will close

They adviseWe will no longer accommodate owner-builder projects in the workshop, marking a departure from the DIY and assisted-building model and no longer providing DIY services, access to facilities, or tooling. Cold storage services will continue at our North Wharf location for as long as possible.



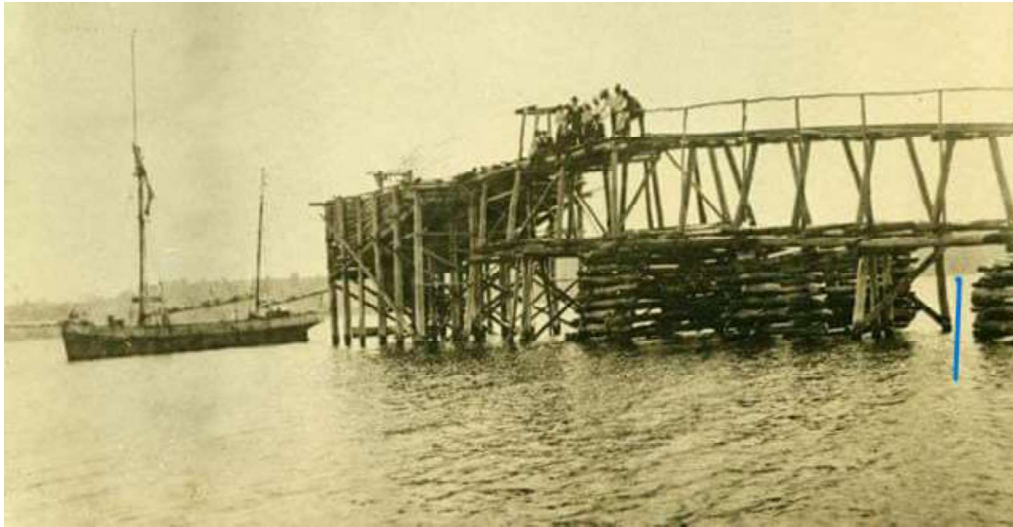
Editor .. I had the chance to visit earlier this year and was impressed by the city location and the mix of commercial and self build activities .

Further is a link from Chris Grallelis on Sydney boatshed closures . . . We should also note the local Toronto wooden boatshed recent closure .. Is it time for LMCC to step in

<https://www.youtube.com/watch?v=HQkxC7eG9tA>

A workshop at Styles Pt as in the future plan for Rathmines park or Take over the Toronto Site . Dreams or ??

Maintaining our Marine Heritage



Maritime History
Coalpoint

Coal loading at
Ebenezar Coal mine .

The top of the blue
line is location of
future site of our
boatshed at
Rathmines .

When ? a long time
ago .1850,s 1880s..

There Is so much of Australian Maritime history tied up in the lake . . Anyone keen to follow up and do a bit of a summary.. Edit. Has lots of areas for you to dive into .. not only Coal but lots of timber from around the lake was taken out by boat . Also many boat building sites due to timber and easy launching of finished boat.

The Tasmanian Boat building Wood Bank

The wood bank was created during the signing of the Regional Forestry Agreement three decades ago. It was recognised that there would be an inconsistent supply of boat building timber and a wood bank could smooth out the supply by having a reserve of timber that could be drawn on to provide for sustaining our industry and special needs. It has a role as the storage facility where Tasmanian boat builders can obtain timber for our craft and culture when all other sources of timber are unavailable. As timber is sold it is supposed to be replaced with quality timber.



Idea was to “establish a trading house and permanent storage facility for wooden boat boards...*ensure timbers are not converted to lesser uses...demonstrate that timber meeting specifications will be available*”.

At present what there is of the wood bank is kept in a **dirty, dusty corner of a shed with no firefighting facilities (apart from a single small diameter hose)**. The timber is jammed in behind a vast wall of other timber. There has been no actual audit of the timber since its establishment, some boat builders who have tried to buy timber are appalled that **sometimes good wood is mixed with low quality craft wood**. It is only possible for professional boat builders to purchase whole unopened packs with no guarantee of their contents even if all they want are a few boards to finish a project.

Editors comment . An interesting idea and some comment highlighted .

They also allocated areas of forest for logging and trees to grow for future use but that has been government frozen .

Further, with no new wood from Tasmanian forest in the near future they want to buy wood but are tied up by red tape . The Wooden boat festival are keen on supporting the industry .and noted they should buy . eg *In Portland Victoria, there has come on the market a large quantity of boat grade King Billy Pine. This timber although not as well-known as the iconic Huon Pine is in some boat builders' opinion equal in stature (and sometimes preferred) to Huon Pine. ... ??? as it has a lower decay resistance ??*

Wood is such a valuable resource for the LMCBA ... What do we planning for the future ?

Ed note .Guillemot has been gifted a good amount of quality cedar and left over will be available for our own wood bank if established.

Above is from "Southern wooden Boats " a free online mag . . [ABOUT — Southern Woodenboat Sailing](#)

Project progress Lots happening on the Hartley TS16



In Pauls absence his boat progresses . Frames as shown ,and details show the fine workmanship.



Steves boat progressing with internal fit out and coamings in place

Guillemot Dinghy



Progress with 4th plank fitted .

Materials for fit out obtained and Bow material cut started.

Brass bits purchased and Teak cleats made .



Lots of model work . (including this model of our speed boat build)



Selling

Lots for sale .

The Canoe opposite is a bargain at \$300

Pittwater sculls .. Make an offer ..Please

Outboards See Joe But swist his arm

Metal Lathe

Little sailing boats 3 available



No Bullshit Just Sailing! – This is the motto for which Norwegian sailor, Erik Aanderaa, has become famous among the global yachting crowd. The truly beautiful videos of his sailing adventures in the harsh and windy North Atlantic are among the best and most captivating of YouTube sailing channels:

<https://www.youtube.com/@erikaanderaa>

From his home port Haugesund on Norway's West coast, he regularly sails across the ocean towards places like Shetland, Scotland, Faroe Islands, Iceland and further. Often also out of season in weather that would definitely keep most other yachts in harbour!



The Intra Coastal Waterway -Part 1 DAVID Braidwood

A cruise of the Intracoastal Waterway from Chesapeake Bay to West Palm Beach, Florida then to the Bahamas, then north to Maine and south back to Chesapeake Bay. Part 1 Of 3

This is the story of a cruise Meryl and I undertook after I “retired” at the tender age of 52, in 1993. I had read of the Intracoastal Waterway and long thought it would be something I would love to cruise if the opportunity arose.



The Waterway is some 4800 kilometres long from Boston, Massachusetts to Key West, Florida and is a network of navigable channels, rivers, bays and canals. In the early 1800’s the US Army Corps of Engineers were tasked with developing an inland passage from New York to Florida thus evading the blockade of the British Navy during the War of Independence and facilitating trade between the states along the Atlantic coast.

It is used by large barges for commercial purposes, particularly in the northern states, and by some 10,000, (in 1993), recreational

vessels to flee the Northern winter, (often referred to as “snowbirders”) and return. There are many bridges, some over 65 feet in clearance to permit passage of naval vessels and lift span bridges. It has an interesting history, can be very boring in places, requiring up to 10 hours of concentrated motoring/sailing a day to reach a spot where you can safely anchor and not be run over by the huge barges which often travel by night. There is buoyage every statute mile and we kept your position by repositioning a piece of masking tape at each buoy on our book of charts.

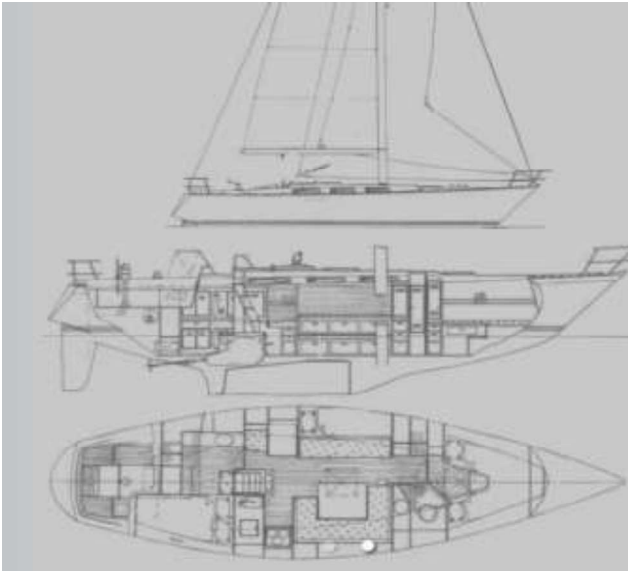
This story might give you some appreciation of my interest in cruising the area and including north up to Maine.

So, with all the goings on in banking of the late eighties early nineties the opportunity came for me to exit the chaos on very favourable terms. That added to the fact that at that stage our children were all pretty independent, Meryl and I took the view that we should make it happen.

I should say that we had already done quite a bit of sailing our eastern coast line and were quite comfortable cruising.

Having dispatched a box of sailing gear/tools etc. by sea some 5 weeks before, we arrived in Solomons, Maryland, (on [Chesapeake Bay](#). Near Washington)) October ‘ 73 to link up with a Broker who had responded to email contact regarding a search for a suitable boat for our plan.

We spent some 4 weeks in Maryland and New England with another broker. searching for a suitable yacht and finally settled on **a Hood 38** built in France by Vazquez, designed by Ted Hood to the CCA Rule.



She was very roomy and as a centre boarder drawing only 3.5 feet with board up and 9 feet with it down ideal for the trip and the Bahamas.

The boat was in a marina with 4 weeks to run on the rental so we capitalised on that and spent the time fitting the boat out for our needs. That included fitting a manual anchor winch, autohelm 4000 pilot, a 35lb genuine CQR and chain, extra battery capacity and removing the second toilet from the after sleeping cabin. The Broker was most helpful obtaining the equipment for us and passing on his discounted price. No doubt some of you have been through this process.

So, after 4 weeks the weather was cooling and the Canada Geese were heading south so it was time to get going, even though we had almost no time sailing/motoring to get to know the boat.

On the next instalment I will write about our trip down the Intracoastal to West Palm Beach, Florida, our travels there and the Bahamas.

David

Editors Note >> [David](#) is a very experienced sailor and was in the business as a Yacht broker before retirement . He lives in Valentine and was friends with Carl and Joan Gesell builders of our speedboat Rhythm II..He is still an active sailor at Imyc on Wednesday and a regular thursdayer in WS2