Classic Boats

News NOVEMBER 2023

Michael Storer Australian boat designer .

Michael has agreed for LMCBA news letter to publish articles he has written . available on his Web page .. Plywood Boat Plans - Build a beautiful fast light boat - Storer Boat Plans

He has written many articles on wooden boat design , building ,epoxies, ply wood, etc

INSIDE THIS MONTH

*UPDATE ON **SHED ACTIVITY** AND A BIT **TECHNICAL** AND A STORY LINKED TO OUR **MARINE HERITAGE** IN THE HUNTER ..*

Events coming up. :

Boatfest 2024 and Boat Bits Bonanza; Planning is underway, the weekend of the 10th and 11th February 2024 has been set

Thur 7th Dec Christmas Lunch at the RSL bowling club

President Bills notes

Hi All

Just what is the focus of the LMCBA committee?

The strategic plan should help as this would be our joint focuser (if that's a word).

1. **Member engagement**. I think we are on track here with the friendships we promote in the sheds, helping others to be involved.
2. **Boat Building and Restoration**. Plenty of this going on, if you look at the table attached you will see other than morning tea and BBQ's each project only engages a small number of individuals. Hence, in my opinion, the need for variety. Notice how many of the rowers just row, some also engage with other projects. Starting a sailing group is an experiment to see if it is of interest, we are just getting started with developing the fleet. Projects like RIB restoration is just one of the varieties of restoration projects that keep members involved.
3. **Classic Boat Promotion**. The Hal Harpur award, Boatfest, Boat Bit Bonanza, St Ayles Skiff Association just to name a few activities are all part of our promotion of Classic Boats.
4. **Finance.** We have a monthly look at our finances. We fail, in my opinion, when individuals take it on themselves to spend on their pet projects and then ask for reimbursement. This may well be the human factor but in my opinion needs more work. Members need to consider where the dollar they spend is going to come from and where the project they are working on is going to end up when completed.
5. **Governance.** We have just completed a major step in compliance by generating a revised constitution. Recognition of our role in men's health is an important factor for us to consider whether we like it or not, after all isn't that what morning teas and BBQs are about.
6. **WH&S.** We have not disregarded our role in providing a safe and healthy environment for our members and visitors.
7. **Facilities Management.** We have to tread a fine line between our use of the Rathmines Park outside our sheds and the limited space inside the sheds. We need to be clear of our responsibilities for maintenance and our landlord's responsibility. I think it would be fair enough for us to ask LMCC (Council), is this our responsibility or yours?
8. **External Engagement**. When I worked in industry, many years ago, the philosophy was to sell to everyone. So, we should buy locally and promote far and wide. Every contact we make in our lives gives us an opportunity to promote.

Jeff's Marriot's good work on the Strategic Plan has shown how our focus as a committee is quite broad.

Regards Bill

Web site and Face Book are continually being updated so have a look. www.classicboatshed.org.au

Rhythm II at Marmong for the speed boat classic

The most admired boat at the speed boat show at Marmong

John O was on hand filling in the details .

But sadly ?? no $ offers

Guillemot Dinghy

The dinghy is well under way , with a slight delay in getting materials but with ply for the planks now available lots of visible progress will result .

There are so many other tasks needing to be done . So please ask ..

eg Keel sections ,Centreboard Case needed soon . Rudder ,masts ,cleats, oars and so much more so plenty of tasks available

Chris gave a demonstration on Scarfing to WS2 members as 1st garboard planks were prepared .

(how deep can a Guillemot Dive ??)

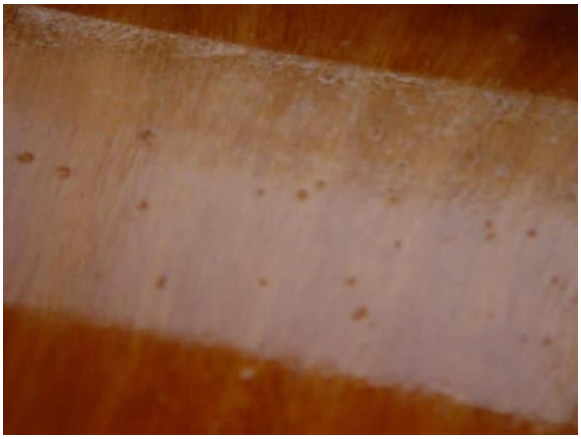
A Comment from Michael Storer (Australian small boat Designer and builder)

Reducing Labor and Waste When Using Epoxy

by Michael Storer

There are a number of labour and materials saving techniques that reduce labour and reduce the quantity and cost of epoxy used

Wet-on-Wet Coating and Dewaxing Cured Epoxy.



As epoxy cures some of the unreacted components migrate to the surface, leaving a waxy residue.
This can reduce the adhesion of following coats, whether epoxy or paint and make them go “fish-eyed” (the surface finishes pitted).

Some epoxies have a good reputation for not waxing (or waxing rarely)

The wet-on-wet application method is still the best so you don’t have to sand between the epoxy coats.

Some epoxies are sold as non waxing. During the building you will get to know your epoxy intimately. I think this explains a lot about brand loyalty … we get to know the ones we use a lot.

But all can wax under some conditions.

This is why I always use a “wet-on-wet” epoxy application method (see “epoxy coating” above). If the surface is allowed to cure it will have to be dewaxed as insurance if in a commercial situation.

If sandpaper clogs or the surface feels slippery or sticky. It could be wax.

If you get fish eying … small dents in the epoxy where the fresh epoxy draws back from spots of contamination … then it was likely to be wax.

Dewaxing – When the two to three coats have cured I always de-wax the surface using a plastic domestic scourer (Scotchbrite) and water maybe with a small amount cloudy ammonia added, though WEST (the most technically correct information source) has changed their advice to say water is enough. Scrub very thoroughly.
You can then sand the surface to key it for further painting, epoxying or gluing

Editors Comment Storer boat plans has many pages of comments and ideas for boat building see https://www.storerboatplans.com/category/boat-design/

And Steves boat continues from last month

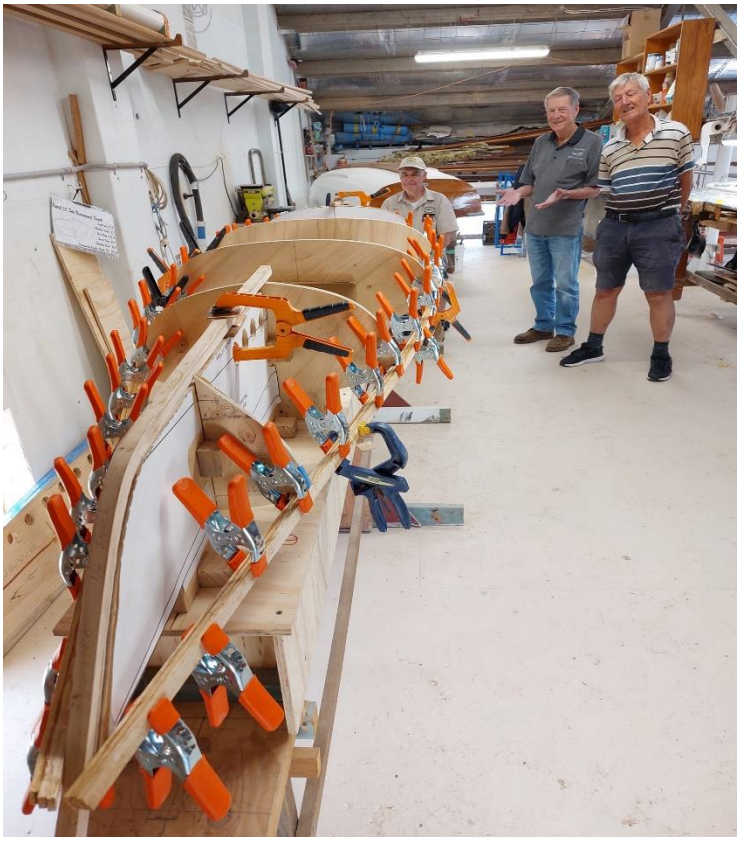
A lot of internal cabin and cockpit detail work .

The bowsprit made, and we finally got the carlins (inner longitudinal side deck beams) fitted and now it's time for the final sealing coat of epoxy throughout the interior

And next to Steves is Pauls Hartley TS 16 starting

A TS 16 being built for cruising . More next month

The Canoe (Secret Menzanine Business)



A lot of progress on the canoe build. Lots more detail is on LMCB facebook page

Epoxied port and starboard sheer clamps up. Comprising 3 strips of Paulownia 6.5mm X 19mm epoxied together with many spring/finger clamps. They will shape later to properly fit at approximately 19x19mm finish overall.

Build frame used to epoxy curve to fit sheer clamps. Then remove and only permantly epoxy after have finished hull build and hull will be right way up.

The group also had the steam bending box back in commission

And lots of other activities in the shed this month .

Model makers were active Photos coming

and

David completed the **shield upgrade** for the Hunter river sailing adding room for more plaques .

This is one of many such contributions to help local nfp groups

WILLY!

A Story of William the Forth and adventure. As told by LMCBA Member *Capt.Mike Trimble*

(editors note ; The guillemot is being built in LMCBA WS.2 and it is our intention to build it to be available as the ship,s boat on the replica ship William the Fourth in Newcastle Harbour. It would hang from the stern on davits. The ship itself is a replica of the origin William the Fourth which was built in the 1830s near Newcastle. It was the first ocean going steamship built in Australia and carried coal, goods and passengers between Newcastle and Sydney.)

Back in 1831 a sailing ship was built on the Williams River at Clarencetown. She was named William the Fourth, for the monarch before Victoria. She was brought downstream to Newcastle, using the ebb tidal flows, and sailed to Sydney. When she got there, the owner discovered a second hand steam engine which had been used in Mauritius. He bought and fitted the engine, with side paddles, in the ship, to make her the first steamship built in Australia.

In 1981, Clarencetown was considering how to celebrate 150 years since the launch. By some fluke the Lions Club of Raymond Terrace came on board. These places are all fairly close, the Williams River meets the Hunter River at Raymond Terrace. Back then, Carrington Slipways was building tugs and ships, as big as Aurora Australis the Antarctic supply ship, at Hexham. Many workers from the Slipways lived at Raymond Terrace and some were in the Lions Club.

This is how the idea began to construct a full sized replica of Australia's first steamship on the banks of the Williams River at Raymond Terrace.

The design was by Tom Barnes from Barnes and Fleck. These were naval architects, specializing in tugs and small craft. Although the original plans were lost, the Sydney Morning Herald carried quite a description of the ship, and her dimensions, on her arrival in Sydney which was used. The hull was fairly standard for that time. The ship was 80 feet on deck and 100 feet overall (with the bow sprit). Our replica is thirty feet wide, over the paddle boxes, and displacing about 80 tonnes. The two masts on our replica had to be hinged on deck and our funnel had to telescope down. This was because low bridges and power lines had been constructed where the original had travelled unimpeded.

Many sponsors, large and small, helped with the costs, and many volunteers helped with the building. This took many years and eventually she became a bicentennial project (remember that?) So we had a deadline, 26th January 1988. The project leaders wanted the replica to be as close to the original as possible, but she must also be practicable. So plans were made for our replica to have a steam engine and coal fired boiler. Bill Evans,a first class marine engineer, motor and steam, was asked to design and supervise the boiler manufacturing. He introduced me to the project and this is how my involvement with the ship began.

The original would have had a riveted salt water boiler and no condenser. It was recorded that she only ran to 15 psi pressure. This was not for our replica and Bill designed a wet-back Scotch marine fire tube boiler that ran to 150psi, with a condenser so the treated boiler water remained in the circuit. This design dates from the 1880's.

The original would have had a beam engine but ours got a brand new side-lever engine (design dating from the 1850's). Much nicer, more compact, although up to 45 turns were required of the valve to change direction of the engine. Good warning to the engine room was needed if a change of engine direction was required. If she stuck at top dead centre, an impulse steam line was fitted to get her started. If you want to see a side-lever engine, the ship is being restored in Newcastle, or there is one at the Greenwich Maritime Museum.

Many fittings were donated. The boiler pressure gauge came from the cream and butter works at Frederickton near Kempsey, and the ship's whistle was, in an earlier life, the time whistle from the Newcastle steelworks. We had to be careful when sounding it, lest fifteen thousand men put down their tools and ceased for the day.

She was launched 26th September 1987 by Hazel Hawke, the wife of our PM. This date is significant to yachting people as four years after Australia II won the old mug. We wrote to Alan Bond (still a respected man) and asked for a loan of the boxing kangaroo ensign, which was granted. I was on board for the launch.

A few little jobs to complete and we were ready for trials. I was involved in all the trials. As we were all volunteers we quickly got several masters and engineers up to scratch with the job. Off we went to Sydney for the bicentennial party where we participated in the parade of sail. Great fun, but the hardest days work I have ever done. From 0500 until 2100 without a break, and with so many boats.

We returned to Newcastle the next day in a light southerly, so we entered port with all sails set and both yards fully manned. She looked terrific.

Shortly after, we decided to take the ship to Morpeth. In the 1830's Morpeth was the second biggest port in the colony of NSW and the original ship ran there for the first few years. The colony of NSW then included the entire mainland, except Western Australia. It is recorded that Morpeth had 18 feet of water at the wharf. Now it has less than 1.8m. The trick to getting there at 7 knots is to leave about 2 hours before Newcastle high water. That way, you get the benefit of the flood all the way and get there very close to high tide, 6 hours after leaving Newcastle. It is river navigation all the way, keep to the outside of the bends and the middle of the straights.

Before we got to Hexham we lowered the masts to fit under the bridges and wires west of here. Past Raymond Terrace all was going well, and up to the very low bridge at Millers Forest. This is why we made the funnel telescopic. I don't know how many steam engineers are reading this, but the height of the stack is a very important part of the combustion process. Reduce the height and boiler pressure drops instantly, no drive to the engine occurs, and steering is affected. This causes some fun and we learn that the funnel should not be dropped too early before bridges, and to rely on the ship's speed to get through the bridge. When the funnel is raised to the designed height, pressure is resumed instantly, and control regained.

At the Paterson River junction we passed under a set of wires. All the locals told me these were the last wires before Morpeth, so we should raise the masts to look like the original into Morpeth. I wish they had been right. As we came around the last bend into Morpeth the last wires were concealed as they had no colourful kites to assist with recognition, and they hung below the Liverpool Range in the distance. A large crowd had gathered to watch our return. They were all yelling at us to stop, but nobody heard this. As I was watching the approach to the wharf I was unaware of the unfolding disaster above. A flash from the top of the foremast alerted me to the problem. Here, I was emulating the Mayor of Hiroshima. For those unaware of Japanese history, his last words were: "What the f*** was that". We parted the first wire and I saw there were two more. I ordered full astern, knowing it was too late, and we passed through these also.

We berthed the ship and checked, no injuries on board or ashore. I noted that there were no signs on the

poles advising of wires over a navigable waterway. We left and headed back to Newcastle to await the inquiry. Of course, someone sold the video to all stations and we featured all over the state that evening. My mother knew it was me.

The inquiry started only two days later with me and our project manager, our insurer and the electricity people. The port was not interested. First, I wanted to know how much power? 11,000volts. Quite a lot. Then, what damage? Morpeth, Hinton and Seaham blacked out for some time, Morpeth longer than the others. Then, what risk? If anyone was holding our forestay they would be dead (thank goodness for the bow sprit). The first wire was broken before touching any other wire, so if someone was touching it seven seconds after it broke, the automatic system would attempt to restore power and they would be dead. The other two touched each other which would blow the breaker permanently, so were safe after this. We were very lucky.

Then, what costs? They had not done the exact costs yet but it will cost us about $5000. I admitted responsibility (the video was hard to deny), but declined liability. I claimed that we were not liable as there was no sign on the poles. They said they had permission to put a sign on the wires near the Paterson River junction warning of wires upstream from this sign. I suggested that they could get together with all their mates and put one at Eden and another at Tweed Heads and cover the entire state. I asked them to produce the letter from the Maritime Services granting them these signless poles. I would have to accept it. But without it, no liability and no costs.

The next meeting, a week later, and they advised costs were now $2447:81. OK, where's the letter? Ah, that must have gone missing in the move from Newcastle out to Jesmond. I said that Maritime will have a copy, so get it from them, without it, no liability and no costs. They left, empty handed, and were never seen again. Did you notice the second figure is about half of the first estimate? They were trying the old: you pay half and we pay half trick. I still say I was better than Rumpole in this case. I am sure there are legal people reading this who will say that I am full of shit, but, hey, it worked.

I have never been back to Morpeth by river, but have driven up there many times. There are still no signs on the poles or any kites on the wires but they had not been hit for 25 years.

2023 alteration. We visited Morpeth recently and discovered that signs have been installed. This will be because they have been sold to private enterprise. Don't mention the power bill. It is now 35 years since I knocked them down.

Also in 1988 we brought the ship to Lake Macquarie assisted by the RMYC, Toronto. Their assistance was in the form of some coal, 5 tonnes maybe? Left in a heap by the launching ramp. We would shovel and barrow some aboard each night.

Mike

Editors Note : The William the Forth has been remodelled to have Diesel power and propeller drive .

(that's not Joe is it ?)

A reminder of the Christmas lunch coming 7th December.

Rathmines Bowling Club about 12 mid-day