

Baggywrinkles

Volume 2007, Issue 1

February 2007

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WYNDHAM'S LOG

Spring has come and gone. *Wyndham* swings on her mooring, sans spars, crying out for maintenance and use, while circumstances beyond my control force me to accept that this situation will continue for the foreseeable future. However, before you get the violin out, I must admit that Helen and I enjoyed the first fortnight of October sailing around North Queensland on a catamaran. (It's ok, our hosts, Geoff and Catherine Truscott, also own the well known Freo gaffer *Buffalo*). My diary also reminds me that *Wyndham* sailed to Rottneest 12 times in 2005, a record for us, making the crossing in every month except April, July and September. The last of these



Helen steering for the Heads, and sunset, January 6, 2006

was a year ago today (December 16) so it seems appropriate to write it up for our readers' amusement.

Helen is a teacher and serial walker. In between the last day of school and Christmas last year, she and a couple of similarly afflicted friends headed south to tramp a section of the Bibbulmun. "You beauty," says Tom "I'll have one more trip to Rottneest". Friday night had been nominated for

the Christmas party of Burdett and Associates, wonderful structural engineers, and our neighbouring business, and was compulsory. So

I loaded the essentials aboard during the day, planning to sleep at the mooring and get an early start on Saturday. When I got myself on board, later in the evening, getting underway immediately seemed a better plan. So I did.

With the aid of a fair tide and Freo

Doctor with plenty of residual puff, we cleared the Heads about 10.30, surprised to find a couple of yachts milling about there under power. Once past the mole, I was further puzzled to spot the navigation lights of a small flotilla off to the north a bit.

(Continued on page 10)

Special points of interest:

- One Good turn deserves a T-Shirt
- Jack on boat building and the Kwinana lead beacons
- Electric Motors
- Hakuna Matata's return from Rockingham
- Building a schooner

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PRESERVING
AND PROMOTING
THE GAFF
RIG

PRESIDENT'S LOG

Dear Gaffers,

Our summer programme has kept some of us busy since Christmas, with two races and our Australia Day event filling the calendar in January. In spite of a very hot day, there was a good turn-out for the Wooden Boat Invitation Race. The sea breeze set in early enough to keep us cool and give some good sailing, but the course was too long for our smaller boats. SoPYC made us all very welcome and the committee has pledged another event next year, possibly spread across the weekend, with shorter courses. I hope we can keep our support for this event going; it promises to grow into a worthy partner to our own regatta later in the season.

The EFYC JAM series has a small and enthusiastic following, but needs a bigger fleet to bring it to life.



There is one more race this season and I hope a few more of us can join in and reward Mike Beck and the EFYC committee for their efforts.

The Australia Day weekend produced some of the most extreme weather conditions that I have experienced in Australia. *Windaway, How Bazaar, Hakuna Matata*

and their crews braved the conditions to meet in Mangles Bay, and a dozen or so hardy members and friends sat down to an evening barbecue, interspersed by frequent immersions, as the wind died away and the mercury continued to climb. By midnight the easterly was back with a vengeance and another scorching forecast for

Saturday. All concerned decided that this was not a day to linger! We turned tail for home as soon as conditions moderated. For the first time in many years our Mangles Bay meeting was cancelled.

Our next event is the OGA Swan River Regatta. I had hoped to re-schedule this to permit our H28 colleagues to join us after their own closing day. Unfortunately, Royal Freshwater Bay YC has been unable to keep the alternative day open for us, and so the Regatta is now confirmed for Saturday 28th April. Our organising committee of two has now been doing this for four

years and we need support and fresh blood to take the Regatta into 2008 and beyond. Please let Fiona or me know if you

"By midnight the easterly was back with a vengeance and another scorching forecast for Saturday. All concerned decided that this was not a day to linger!"

can help us.

Good sailing!



EDITORIAL

Ah, I must apologise for the delay in the production of 2007 first newsletter. I've been unwell for all of February and so *Baggywrinkles* got pushed to the back of the cupboard until my return to the land of those with energy.

My sailing has been sadly neglected and *Lochen* I think has forgotten that she's a sailing vessel rather than a motor boat.

I'm looking forward to getting her up to speed again an enjoying some Autumn sailing.

When I was in the UK last year I was taken to a nautical bookshop in Warsash, near Southampton. I spent a good deal of time there perusing the collection of second hand books. To my delight I discovered a handful of titles from the turn of the century and into the 1930's discussing small boat sailing. With the absence of Bermudan rigs, these little books with titles such as *Practical Boat Building for Amateurs* published in 1900 or *Brown's Packet Book for Yachtsmen* published in 1930 are a wealth of practical information for

those of us new to the gaff/gunter/spritsail journey. I'm hoping to bring you some snippets in the next *Baggywrinkles*.

As I wrote in the last *Baggywrinkles* the OGA seems to have reached a cross roads where we need an injection of new energy. So we are asking for some members who haven't participated in the organisation to put their hands up and give us some help.

The weather at our last event worked against us and what promised to be a great weekend turned into a marathon for those who participated and the majority stayed in the comfort of their cool or at least cooler houses.

The next event is the Regatta and as some of you may be aware unless there is some assistance given by OGA members—the committee of two will

cancel the event. More details of what you can do are on page 4.

Hopefully I'll see you on the water.

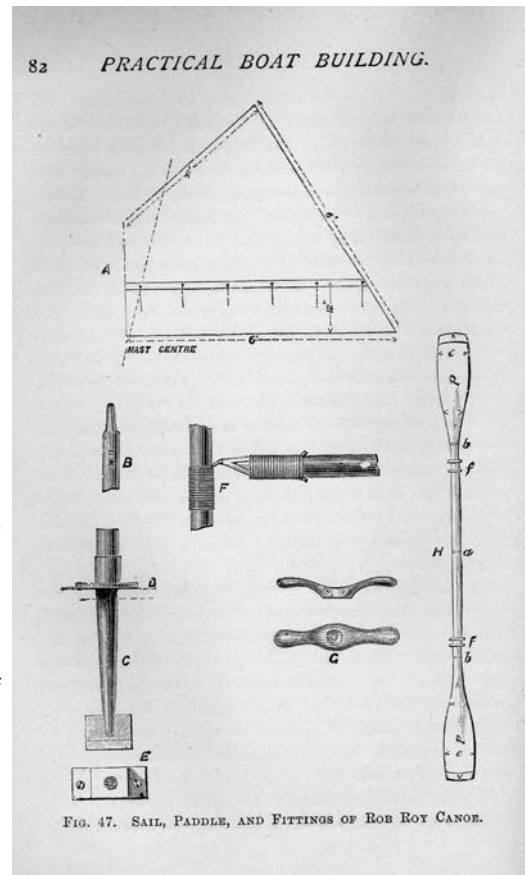


FIG. 47. SAIL, PADDLE, AND FITTINGS OF ROB ROY CANOE.

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UPCOMING EVENTS

OGA REGATTA

The regatta is booked for Saturday 28th April 2007 at Royal Freshwater Bay Yacht Club. The organization for the regatta is underway but we do need some more help.

The regatta organizing committee has devolved to two people—Jeremy Stockley and Fiona Hook. We already do quite a lot for the OGA and we need some help to organise this years event.

The main tasks include:

- Pre-regatta organisation,
 - posters
 - notice of race
 - nomination forms
 - sailing instructions
 - handicaps
 - programme
 - Liaising with RFBYC
 - Marquee booking
 - OGA display
 - Pennants
- Regatta day organisation,
 - Setup of registration area
 - Preparing regatta sailing packs
 - Manning registration desk
 - Late entries
 - Handicap board
 - OGA liaison person for the day at RFBYC (non-sailor)
 - Collection of pennants after race

Please let either Jeremy (9385 3910) or Fiona (9337 4671)

know if you are interested in helping out. If we don't have sufficient people assisting us then the regatta will be cancelled.

OGA Rottnest Weekend

The weekend at Geordie Bay has been booked and we would like interested members to let Pauline know before the end of March whether you will be coming and to book the accommodation.

Again if there isn't enough interest this vent will be cancelled.



ONE GOOD TURN DERSERVED A T-SHIRT

Sometimes you do something for someone: maybe a friend or even a stranger, and all you really want is a genuine 'thank you'.

A few months ago I took a work mate, Mark, out on Wind 'A' Way as he had shown some interest in going for a sail. We had a very pleasant morning from Hillarys Boat Harbour and made it over to Little Island where we caught sight of some seals. The wind and water conditions were very considerate and a good time was had by all.

When we returned to the jetty at Hillarys about 3 hours later I went to get the car and trailer, then returned to find my colleague talking to a woman. Mark introduced me as the owner of Wind 'A' Way whereupon she enquired whether it was a Drascombe Lugger. I assured her that it was indeed and she proceeded to tell me that her father, Laurie, who lived in Scotland, also owned a Drascombe. She said that Laurie was due to visit WA soon and asked whether I would mind if he made contact with a view to joining me for a sail. Always ready to show off Windy I agreed, and about three weeks later I got a phone call from Laurie, and we arranged to meet in the following week.

Laurie was a slim man with snow white hair who stood around 6' 2". I estimated him to be about 70 years old, give or take a decade. He was togged up for a sail on Loch Lomond I think, which incidentally is where he sails, and there's me in tee shirt and shorts. Conversation was definitely not a problem, especially when I found out that he wasn't actually a Scot at all, but came from London, my own home town

Our sail was a carbon copy of the one I had with Mark and he was suitably impressed with Windy - well he said he was, anyway!

As neither Laurie nor I had any pressing engagements for the rest of the day I suggested

that after we dropped the boat off at my house we could take a drive down to Claremont to get a few things for Windy's up and coming maintenance session. Laurie took me up on that suggestion, so I introduced him to Bias Marine on Stirling Highway, where he had an interested look around while I made the necessary purchases. On the way home he shouted me a coffee

and muffin, one of my many weaknesses, while we carried on flapping our lips.

When we got back to the home of Laurie's daughter his wife was

there to greet us and this led to yet another half hour or so of lip flapping. We parted company promising to keep in touch via whatever means available, and that was that.

I hadn't heard from Laurie since, but just before Christmas a large plain brown envelope arrived (get your mind out of the gutter please) which contained a cream coloured t-shirt with the Drascombe Association logo, Scottish Sector, with Wind 'A' Way beautifully embroidered on it; a Christ-

mas card from the association secretary; and photos of Laurie's boat, Drascombes sailing on Loch Lomond, and one of yours truly. I tell you folks I nearly burst into

tears. The simple thanks that he had already given me for a great day out was more than enough.

In addition, Laurie had told his fellow association members at one of their meetings what a pleasant time he'd had, with the result that I've now been invited to join the Scottish sector, in all probably as a subscribing member, so maybe I'll end up paying the price of the tee shirt anyway - but who cares? that's not the important thing.

There are some really nice people out there. I should know as I'm one of them, but doesn't it make you feel good when something like that happens every now and then? One good turn deserves a t-shirt.

Geoff Howard - Wind 'A' Way



One good turn deserves a t-shirt.

"which contained a cream coloured t-shirt with the Drascombe Association logo, Scottish Sector, with Wind 'A' Way beautifully embroidered on it"



Drascombe Luggers on Loch Lomond

MEMBERSHIPS ARE DUE IN MARCH

Members are reminded that annual subscriptions are due to be paid before the end of March.

Rates remain unchanged at \$30 for family membership, \$25 for individuals.

Please make payments directly to the OGA General Account either over the internet or at your local

bank.

Account details are:

BSB: 806013

Account: 001327680

Account Name: Old Gaffers Association Inc.

And include your name as a reference.

If your personal details have changed, please contact the president

MYSTERY BOAT

Geoff Howard (Boat registrar) is trying to obtain some information on a boat picture that we have in our archives. If you know the boat can you please let him know on 9401 2870.



BELIEVE IT OR NOT

“Men wanted for hazardous journey. Small wages, bitter cold, long months of darkness, constant danger, safe return doubtful. Honour and recognition in case of success” - Sir Ernest Shackleton's newspaper advertisement for his 1914 expedition to Antarctica.

“One sight (of Cape Horn) is enough to make a landsman dream for a week about death, peril and shipwreck” - Charles Darwin

The oldest yacht club in the world is the Russian Flotilla on the Neva formed in 1718.

The oldest Australian Yacht Club is the Tamar Yacht Club formed in 1837, closely followed by the Royal Perth Yacht Club in 1841.

“No man should be a sailor who has enough contrivance to get himself into jail, for being at sea is

like being in jail with the added possibility of being drowned”- Dr Johnson

The term slush fund comes from the time when ship's cooks supplemented their meager wages by selling on the fat from salted meat storage barrels. This slush was sought after by candle makers and provided the cook with valuable extra income.

HAKUNA MATATA'S ELECTRIC MOTOR—Part 2

In my last article I described the design and installation of H-M's electric motor. In this concluding article I add some notes on how it has performed and what I would do differently.

How does it perform? For general manoeuvring and short distances the motor is ideal. It provides instant, silent power at the flick of a switch, plenty of thrust both forwards and in reverse and can deliver a top speed of around 5 knots. It takes H-M me from Pier 21 to Rouse Head in about thirty minutes and generally copes well with the turbulence around the bridges. Motor-sailing into the wind is very effective; H-M points well and the motor runs at constant speed. The current reduces automatically as the power provided by the sails increases.

The motor runs most efficiently (in terms of energy per mile) at about 3 knots, drawing 25 amps. With the 135 AH batteries, this should give a range of 5

hours. In practice the batteries start to lose voltage at around 80AH and I am not confident I can squeeze more than two hours running out of them. This has been a disappointment, but it does at least keep my sailing skills sharp. Anyone who has sailed with me knows that I am very miserly on long trips, using the sails whenever I can. More battery capacity would help but would never be enough for serious passage-making.

The Fuel System
The batteries have performed reasonably well but I doubt that the extra cost of the sealed Sportline batteries has been justified. If I had the space I would consider using conventional traction batteries which are less than half the price. Gel

batteries also require a sophisticated battery charger which filters out the remaining alternating current component left by conventional rectifier chargers, and closely monitors

the battery condition as it charges. These are expensive and bulky. I purchased

Hakuna Matata Motor Installation costs	
LEMCO Electric Motor	\$1,917.50
Import duty and GST	\$340.00
Batteries 2 by 140 AH Lead Acid Gel	\$1,430.00
Total	\$3,687.50
Motor MOSFET controller	\$814.00
Other control components	\$440.00
Electrical installation	
Labour	\$3,604.70
Parts	\$2,774.20
Total	\$7,632.90
Propeller 11in 2 blade 6 in pitch	\$357.00
Propeller couplings	\$605.00
Shaft and tube	\$200.00
Mechanical installation labour	\$1,500.00
Total	\$2,662.00

a marine unit from Woods in NSW, which has performed well, and it has a high level of protection for both the batteries and the charger itself. The charger is well sealed in a marine stainless steel body and it stays permanently on the boat except for longer trips away from marinas. Conventional automotive chargers are a major cause of marine fires, so I feel the peace of mind this unit gives me justifies its cost.

I also keep two solar panels on board for trips to Rottneest etc. These charge at about 2 amps, so I need a few days of sunshine to recharge after a typical trip from the marina to an anchorage – not a very effective option. A wind genera-



JACK GARDINER ON FORMULAE USED IN SHIPBUILDING

Handrails (Figure 1)

Handrails of gangways on tankers for example must now be 1 m wide and 1 m high (used to be 36 inches). Handrails instead of bulwarks must be 1 m high minimum size as shown. Passenger craft would have more rails to childproof them and would also have a wire mesh but as shown is the minimum.

The minimum radius of the rounded sheer strake is 15 times the thickness of the sheer strake plate.

Bulwarks (Figs 2 and 3)

Bulwarks must be 1 m from the deck to the top of the rail and fitted with freeing ports. For example a length of 35 ft would need 10 sq ft of freeing port on each side of the deck. The ports must not have any means of keeping them shut. Note also how the two thickest plates of the sheer strake and the deck marking plate are secured to the lightest one on the ship. The dot in Figure 2 is a safety bar to reduce the size of the opening. Scuppers as shown may

or may not be fitted. The bars must not exceed 9" apart and the dimensions at X in figure 3 must be at least 2.5 times the depth of the beam and have at least four rivets in each leg. The red lines are the bulb of the frame and the beam and the thickness of the hanging knee or bracket will be the same as the thickness of the frame or beam without the bulb.

Propeller Shafts

Not more than 40 diameters of shaft unsupported and not more than 1 diameter between the stern gland and front face of the propeller boss. These rules were for ships lifeboats (I don't know if they apply to ships). I never came across a propeller that far from the gland

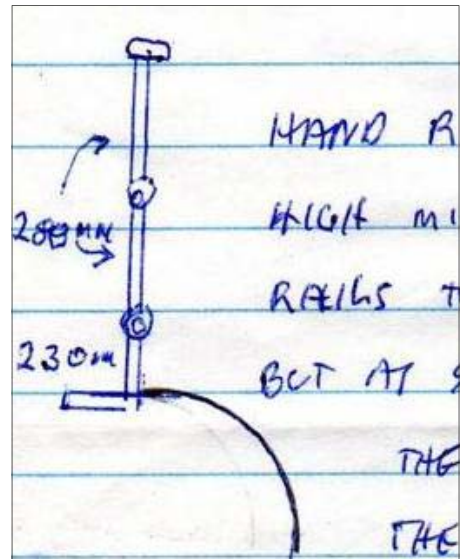


Figure 1. Handrails

The average number of persons was 5 to the ton for the calculation.

Hawse Pipes

Hawse pipes are cast to the diameter of 9 times the diameters of the cable they are to carry. Usually the flange at the top is cast with the pipe and the lower flange fitted with the pipe in place. The reason for this is the bottom flange get the most wear and is the easier one to replace. The deck and side plates are doubled at both points. It is a test of a draftsman's ability to draw the shape of a plate which when rolled to a tube would fit the bevels of both deck and ships side. The same applies to the bottom legs of a tripod mast. I have no idea how it would be done. If I had to do it, I guess I would put a piece of pipe in the hole and mark it direct and take the shape off that.

"The average number of persons was 5 to the ton for the calculation"

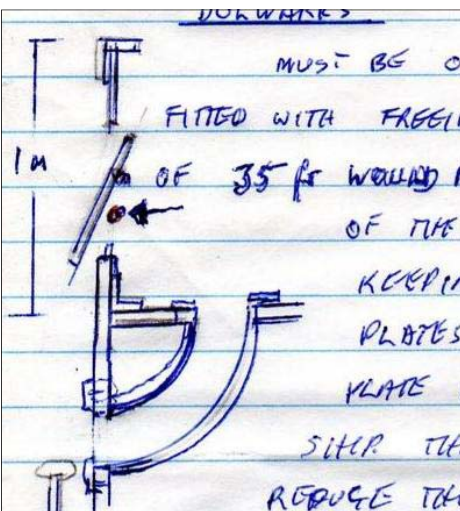


Figure 2. Bulwarks

Life boat capacity

$L \times B \times D \times 0.6 =$ cubic capacity (D = molded depth amidships)

Cubic cap \div 10 = no of persons. All of which to be curved into the stem of a life boat. If she was bluff in the bow and stern the coefficient of fineness would be greater than 0.6. The markings to be C.O.F. and L.B.D on one side and the no of persons on the other.

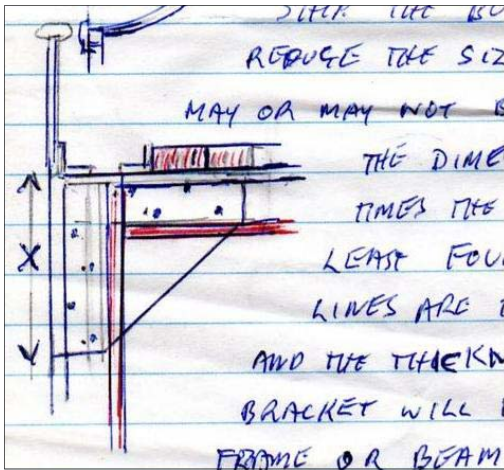


Figure 3. Bulwarks

Construction of the Kwinana Lead Beacons

At the start of the job the grab dredge-hopper dug a circular hole down to bedrock (a hard limestone) and the base ring lowered into place. It was a circle of 250 mm by 45 mm channel bar with some 75 mm by 20 mm vertical spokes going into a circle about 1 m in diameter, the whole lot accurately flat. This was then jacked up to a level with four long thread bolts on steel plates. This had to be very accurate as a point in the space 57 m about it had to be within a 1 m diameter circle. This was then filled with blue metal and screeded off to the top of the spokes and the base ring. This took care of the foundations now the bottle as it got called was brought out with a blank on the cork end and the big valve closed. Now it was up ended by opening the valve and it duly swung upright. A work boat ran out four anchors to the compass points and there coupled to the four winches. Now came something nobody had thought of: the surge of the swell coming past Carnac Island. The bottom of the bottle was swinging like a great pendulum. The answer was to

lead the ropes through snatch blocks at the base and then out to the anchors. However, either the ropes broke or the anchors dragged. The ropes were then replaced with wire and we got bigger anchors. This damped down the swing a lot and it was decided to drop it and see. The valve was opened when it was approximately in place. By the time it had sunk it was right over on one edge of

the base rings. Refloat it and fit three big opening portholes to make it sink quicker. It finally went down only 600 mm out of place sideways and a bit more along the line of the channel, which did not matter. All this was remedied on the second one. We had to patch the holes where the ports had been and the valve was salvaged too for reuse. All the time we were working on this job we were living on the little grab dredge in Fremantle and it was the only job I have had to regularly decompress. My atten-

dant had a transistor radio, they had just become available, and used to turn it on and put it by the telephone while I was just hanging on the shot ropes and for all you can see is a bit overgrown drain pipe sticking up out of the water. So next time you sail past them think of all the work that went into them underneath. The chief engineer on the job reckoned they ere the tallest and most expensive 12 volt lampposts anywhere in the world. It was also the first and last place I got the bends. I had stopped for an extra half hour or so and came up with the normal decompression and woke up that night with an ache in one shoulder. It did not get worse so I just read a book for an hour or so until it went away. I went back to sleep no drama.

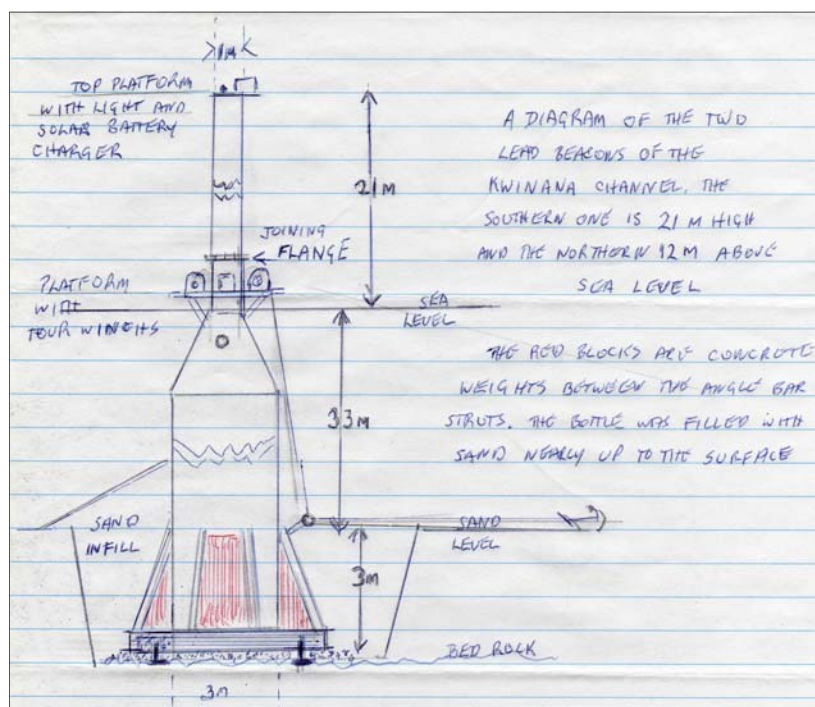


Figure 4. Kwinana Lead Beacons

Wyndham's log continued

(Continued from page 1)

Conditions were a bit boisterous outside, with the usual confused chop and, I guess, 15 to 18 knots of breeze, so it was a little while before I had the boat on course and sheets trimmed to my satisfaction. Then I had a better look, observed several flashes (photography!) and what could only be a masthead tricolour light, on a very tall mast, moving swiftly east. This prompted recollection of recent newspaper articles, and (aha!) it became clear that I was watching Fremantle's welcome for the leading yacht in the Clipper Race. Mystery solved, I had reverted to full concentration on our exciting broad reach (have you noticed how much faster boats sail at night?) when the tall light went past, a lot closer, heading out to sea. Next thing, about 100 metres ahead, around she comes onto starboard, hardens up on the wind, and heads straight for me!

Well, there are always surprises awaiting those who venture onto the ocean in small boats, but I'd not expected to be giving way to a racing yacht on this passage! Of course they were heading for the finish

line in the harbour, whence I'd just come, so it was natural enough. In the event, it transpired that the skipper had tacked prematurely, and I was able to hold my course while the Durban went roaring past about 15 metres away to leeward. About this time it occurred to me that I should record the event photographically, so I dived below, found my camera, jerked it from its pouch, scrambled back to pull the helm hard up (Wyndham hates self-steering), clicked off a couple of shots and called out a greeting. They may have responded to the latter, but I heard nothing above

the din of wind and wave.

This ended the night's major excitement.

The wind held and I managed to stay awake (just!) until the pick went over in a spot we frequent just north of the main jetty, some time after 12.30. Next morning, observing the flat calm, I was very pleased with myself for making the night crossing (my first). I was less pleased to discover that Wyndham's inertia was not entirely a product of the calm conditions; the keel was firmly aground on one of those weed banks that stick up from the bottom. Well, we



Sunset at sea

weren't going to put up with this, so after getting afloat with the help of kedge anchor and jib halyard, we motored around to Longreach for

the remainder of the weekend.

When I explained the advantages of this type of voyaging to Helen: (i) you don't get sunburnt, (ii) you aren't awakened by adult sons returning from revelry at 3 am Saturday, she agreed to give it a try, which we did on Friday evening, January 6th. This time we got underway a little earlier, and the breeze was somewhat lighter. There was a nasty thunderstorm cloud on the lee bow, but we ignored it, watching the sunset off to windward instead, and it went away! The interesting part of this voyage was toward its end. About 2 miles off the island the wind

died, as if switched off. Down came the main, on went the Yanmar, but the crazy motion resulting from the mixing of NW and SW swell precluded foredeck maneuvers. Up ahead, it appeared that someone had built 2 storey flats on Phillip Rock. Slowly the latter separated itself from the

blaze of lighted windows which turned out to be the (very) large motor boat White Rabbit. We discovered, when I went forward to lower the jib, leaving Helen to steer for those nice purple leading lights ("What purple lights?") that this vessel was anchored in the channel! Being intrepid mariners, however, we found our way to the spot described above, where we enjoyed another perfect calm morning, even though not aground. My diary says our sail home was "delightful", departing Phillip Rock at 2pm and entering the harbour at 3.45, pretty fast for Wyndham.

We came home from this trip with several nice photos, including one of Saturday's sunset taken from Leighton Beach, where we were summoned by friends on arriving home. My attempt to capture Durban on film was less successful. The camera has a circular dial on its top face which sets the mode. This was rotated from AUTO to VIDEO as I pulled it hurriedly from its pouch. So my memento of that evening's sail is a very short film noir, relieved only by a few lights dancing crazily around the screen and a disembodied voice yelling, "Nice night for a sail!"

Tom Roberts—Wyndham

"So my memento of that evening's sail is a very short film noir, relieved only by a few lights dancing crazily around the screen and a disembodied voice yelling, "Nice night for a sail!" "

Hakuna's electric motor continued

(Continued from page 7)

tor might be more useful.

What did it cost?

The short answer is 'more than I expected', which is apparent from the bottom line in the table. The motor, controllers, batteries and mechanical installation certainly cost no more than a conventional small diesel (which I could not fit into H-M anyway). The extra cost arose from the compactness of the electrical installation and the additional work required in setting up the distribution system for other services, such as lights and radio. The good news is that on a larger boat most costs would not change, except for the incremental costs related to increased motor and battery capacity.

Would I do it again?

On a larger boat I would certainly consider the same configuration but I would add a diesel generator (or, in the future, a fuel cell) sized for optimum cruising power. This is the marine equivalent of the plug-in hybrid now being developed for cars. Recent developments in metal hydride batteries will soon permit much higher storage densities than we can achieve today.

The diesel engine for this application is small compared with a full-sized pro-

pulsion unit, and it can be located anywhere. The batteries provide full power when needed for manoeuvring and short journeys, and can be kept topped up while in the marina. The electric motor gives instant full thrust, whilst the diesel generator ensures virtually unlimited range – something I sorely miss at present.

On Hakuna Matata I have certainly over-invested and I still do not have the range I could have achieved with an outboard motor. I may yet add a small portable generator to deal with this, but space is very restricted. And that sweet smell of a fuel-free wooden boat would be lost forever.

Sometimes we have to pay a price for our pleasures!

Jeremy Stockley
Hakuna Matata



Hakuna Matata's return from Rockingham

The President fulfilled his Australia Day duties by sailing *Hakuna Matata* from North Fremantle to Mangles Bay. She was the only boat to make the voyage by sea this year.

The following is an extract from her ship's log for the following day of what turned out to be an extraordinary period of extreme weather which lasted throughout the long weekend. The wind and temperature data have been extracted from the recorded observations at the relevant Bureau of Meteorology weather stations.

Hakuna Matata				
Time	Position (distances sea miles)	Wind knots	Direction	Temp C
0000	<i>Mangles Bay Mooring</i>	12 to 16	<i>E</i>	30
I awoke at 2300 after an hour's deep sleep to find the wind had cranked up again after the evening lull. I wondered why the fireworks were still going until I climbed on deck to find the horizon ringed by thunderstorms. The wind comes in surges lasting ten to fifteen minutes and kicks up a short chop. The rigging in the surrounding boats sets up a constant howl. I have no confidence in the mooring I have borrowed; it was the already dark by the time I left the beach last night and I took pot luck. This one has seen better days. I am on anchor watch until I am sure it is OK. The good thing is that the wind is keeping me cool after the heat yesterday evening.				
0700	<i>Mangles Bay Mooring</i>	12 to 17	<i>E</i>	24
Daybreak. It is quite cool, cloudy and thundery with very occasional drops of rain. I needed my fleece to keep warm on deck but was able to sleep fitfully in the cabin from 0500. The wind seems to be strengthening. It is forecast to ease by mid-morning and back into the SE; then we are in for another scorcher. I do not want to spend another day and night here in these conditions, but must wait until the wind eases before I				
0900	<i>Mangles Bay Mooring</i>	16 to 23	<i>ENE</i>	25
I was dozing again when I heard a shout and looked out in time to see Geoff Vardy motor away at speed in 'How Bazaar'. He shouted something about 'being off', waved and headed for the beach. I can see him at the boat ramp preparing his trailer. A sensible decision – I wish I could retreat to dry land. The wind is strengthening and, perversely, is veering into the NE. H-M is tossing around in the waves. There is nothing much I can do but lie low, read a book and wait. It is going to be a rugged journey home. I had better eat				
1100	<i>Mangles Bay</i>	16 to 26	<i>ENE</i>	27
Peter McDermott phoned at 1000 to make sure I was OK. "All well" I said, "but would you like to join me for a potentially rough and very hot sail back to Fremantle?" To my surprise and great relief, he said "Yes, of course. Let me pack some lunch and I will see you in half an hour". Peter, you are a hero!				
Since he phoned another surge of wind came through which has delayed us. Now I am approaching the jetty				
1130	<i>0.5 N of TCYC jetty</i>	14 to 20	<i>NE</i>	29
I left the sails covered to reduce windage while getting off the lee shore, so it has taken half an hour to set the Number 2 and reefed mainsail. Peter kept us motoring gently along the beach into a two foot chop, gaining valuable distance to weather. Now we have turned and set off close hauled out of the relative shelter of the bay. We are heading for the grain jetty, on a course which takes us between the east cardinal mark and the mussel farm lying inshore from there. Our plan is to work into the lee of the coast as much as we can. The wind has veered further, making this difficult and we may have to tack. At least the gusts have eased a bit, but there is no sign of the forecast mid-morning change.				
1230	<i>1.5 W of Kwinana Power Station</i>	14 to 22	<i>NE</i>	32
The gusts have returned with renewed strength, surging for five or ten minutes at a time and kicking up a steep sea. We have still not made enough to weather to gain any shelter and yet the waves are kicking up in the relatively shallow water. We are taking green waves over the fore-deck and water is running over the cabin top into the cockpit. It is certainly keeping us cool, even under our life-jackets. H-M is pointing well under her reduced rig and I am able to luff her to weather over the bigger waves. It's when we bear off and gain speed that the green ones come over. "That was a big one" said Peter as a wave slammed into us. "I need a beer before lunch – what about you?" I am pleased that he has so much confidence in H-M and the helmsman! As for me, I am wondering how much green water we can take, and whether we should turn back if conditions get worse. We are, however, making good progress and, if we can gain the lee of Woodman				

Hakuna Matata				
Time	Position (distances sea miles)	Wind knots	Direction	Temp C
1315	1.0 S of Woodman Point	14 to 21	ENE	34
Soon after my last entry the jib luff went slack. The hitch attaching the tack to the downhaul was slipping. Fortunately the wind has eventually started to behave as forecast and we have been able to point up into Henderson Bay and then heave to. I sat on the bowsprit getting dunked to my waist, retied the downhaul and adjusted the halyard, while Peter pumped the bilges. All looks well now and we are able to bear away in calmer waters to negotiate the shallows around Woodman Point. Being thoroughly soaked is quite pleasurable in this heat.				
1345	0.5 NE of Woodman Point	14 to 24	E	39
Even in the perfect conditions it was hard to pick out the tip of Woodman Point. We ran off under eased sheets keeping a metre of water under the keel and worked our way across the shallows, making sure we were well inshore of the outlying rocks. Colin, Fiona and I had done the reverse journey yesterday with the aid of Colin's GPS and the memory of this helped me to pick our way until we could set course for Fremantle. The sea here is quite calm, the wind has eased under the lee of the Point and the temperature is soaring. H-M is turning white with salt as the spray dries, and I expect Peter and I are as well.				
1430	Rous Head	15 to 26	E	40
H-M made a fast but rough passage all the way, with slightly eased sheets and spray flying. A succession of wind surges and a steep sea inshore of Fish Rocks kept us on our toes, but H-M was on the home stretch and nothing was going to stop her. Now we have turned into the harbour and are preparing to beat up to the bridges. The water is calm but a searing and gusty wind is drying us out and turning H-M white again.				
1515	Stirling Bridge	16 to 24	ESE	41
We took all sail off to reduce windage under the bridges but, even with the tide under her, H-M struggled to make headway. The wind is right on the nose and seems to have strengthened again, just at the wrong moment. The batteries are almost exhausted and I need to save them for entering the Marina. We are through Stirling Bridge at last and I am heading for the bank to think things out. There is always one last challenge to overcome!				
1545	Pier 21	13 to 21	E	42
We have made it! I towed H-M along the shallows up to Pier 21, helped by the tide (so cool in the water!) and we had enough left in the batteries to nip round into H-M's berth. The wind dropped noticeably, just in time to help us manoeuvre into the pen, where it is almost calm - and roasting! Peter is hopping around in bare feet trying to keep off the hot bits, particularly the dark cushions. After a quick clear up we will meet Diane at the Fremantle Sailing Club for a well earned drink. I will come back when it has cooled down, give H-M a wash and put her to bed. She did well, averaging 3.7 knots from TCYC to Rouse Heads. We will both sleep well tonight!				



BUILDING A SCHOONER

"The only noble thing a man can do with money is to build a schooner"

Robert Louis Stevenson

A few years ago I saw a small black schooner enter Mandurah and anchor in Dolphin Pool. This quiet anchorage no longer exists as it has now been developed into the marina.

I have always liked the gaff rig and in the form of a schooner I was very impressed to say the least. This schooner was everything I have loved of sailing boats. I tried to make contact with the owner, giving the name and registration to marine and harbours. Unfortunately they could not help me, due to regulations.

Time passed and then about two years later, I once again saw the schooner, this time in Mangles Bay, swinging to a mooring. Again I tried making contact with the owner through Marine and Harbours. This time with success.

The owner invited me to look over *Bonnie Lass* which was for sale.

I will admit I was a little disappointed when I discovered that the masts were aluminium and the hull was ferro ce-

ment. I must say this hull was better than some ferro hulls I had seen, but I had heard they are next to impossible to insure. The owner had a set of plans and offsets from an old edition of Popular Boat Plans No2. I believe the issue date is around the 1960's. The design is by V. B. Crockett, who I understand is the son of Sam Crockett a well known designer in the USA from the



Classic 45—Bruce Roberst International
(picture from <http://www.bruceroberst.com.au/sail/index.htm>)

Maine coast. The owner allowed me to make copies of these plans.

Because they were for traditional plank on frames building, I started converting them to modern building methods, in particular, strip plank composite construction, a method I have had some experience with. I sat on the plans for a few years.

I was still enjoying sailing in a

small fibreglass cruiser that I had. But then I put it up for sale.

After a time of some embarrassment and more boats than I needed, (this is another story of jumping before the starters gun), I finally sold the cruiser and started looking for a replacement boat.

Then one day while 'surfing the net', I found Bruce Roberts International had available, redrawn plans of the V.B. Crockett schooner, though they did not give recognition to the original designer, the plans were very obviously of the same schooner. So I sent away for a set of their plans.

Up to this date, I had not found a boat that I liked or felt was value for money, so I decided its now or never to build this schooner, the plans of which I had held and dreamt over for so long.

So I took down the shed "A" frame trusses, one at a time to modify them and so give me more height under them and then on 6th Feb 2005 I extended my shed by 5 meters. This was to accommodate the building of the schooner, which has a 32ft hull length and a 10ft beam.

On 22nd March 2005 work started on the cutting and shaping of the mould frames, by the end of the month these were completed and work started on laminating the

stem and keel.

23rd April saw me assembling the mould frames into position and epoxied to the concrete floor of the shed, (to prevent any movement). 2nd May and final levelling of the frames has been done. The Kiri strip planks were ordered and collected from Highpoint Timbers in Rockingham and more epoxy glue from a friendly boat builder who is also guiding me through the more difficult stages. The timber strips are 19mm thick by 40mm wide. For the hull they are coved on the edge to facilitate a closer fit. Kiri, sometimes called Pawlonia, is a plantation tree native to China. It is a light weight timber very similar to Western Red Cedar, but having a pale cream colouring and is rot resistant.

3rd June 2005 and the planking of the hull begins! Now it looks like a boat.

27th June and final plank is fitted to the hull. Now the fairing starts so as to smooth the hull ready for the fibreglass cloth. I use a hand plane and an electric plane to take the high spots off. To prevent boredom during this fairing stage, I construct the transom using 4 layers of 6mm ply. By the 9th the transom was complete. Final fairing was done with 7" electric sander. Note; the hull is still upside down and I had to build scaffolding to enable me to get up to the keel area.

"I had not found a boat that I liked or felt was value for money, so I decided its now or never to build this schooner, the plans of which I had held and dreamt over for so long"

24th of July and the primary fairing is completed. Now I start fairing with epoxy mixed with Micro Balloons. This is spread on like icing to the low spots, then when it has cured is sanded back. Thus the voids are filled. I use long (1 metre) sanding boards to sand back so as to get an overall fair finish.

9th August, and the first layer of glass cloth is epoxied over the hull. This is 754grams per sq metre weight triaxial cloth. i.e. the glass fibre strands of the cloth have 2 opposing diagonal runs 45 degrees to a third run lengthwise. This 3rd stand is laid 90 degrees to the timber strips, i.e. keel to sheer. This was followed by a layer of 616g Double Bias cloth. This layer is taken from keel to past the turn of bilge

and 6" above the water line. Following this a further layer of 616g DB is laid from keel to sheer. Then finally another layer of 754g triaxial laid

along keel from stem to stern and as far up as the garboard area, but this time running the 3rd strand lengthwise to the keel.

Now the final (for the moment) fairing is carried out and then the hull painted with a 2 pack Hi-Build epoxy primer and a 'final' sanding.

I now build a 3 frame cradle around the upturned hull in preparation to turning it over.

Christmas comes and goes

then on 27th December 2005 with a handful of friends and relations the big day arrives and we set too and turn the hull right side up.

Oh oh, one small problem. In calculating the headroom of the shed under the trusses, I forgot to add the increased height the cradle was to make overall!! I was about 25mm higher than the truss!

It became a bit of a juggle, slide the hull across 6" then a few degrees of turn, then slide hull 6" and another few degrees of turning, etc etc. until after an hour of juggling the hull was upright.

We all retired to have a BBQ and a celebratory drink.

9 months gestation and..... Stage one is complete!

Colin Arburrow

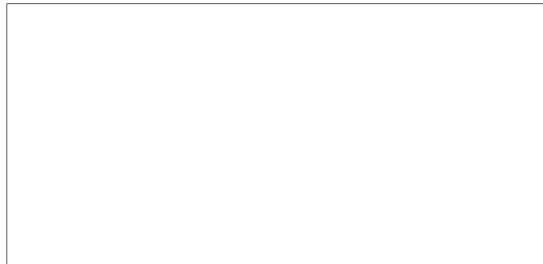


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Dates to Remember

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|-----------------------------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| 10 th -12 th March 2007 | South Australian Wooden Boat and Music Festival, Goolwa, SA
(www.woodenboatfestival.com.au)

Geelong Wooden Boat Festival, Melbourne, VIC
(www.rgyc.com.au/wooden-boat/woodenboat.asp) |
| 27 th March 2007 | OGA General Meeting, East Fremantle YC, 19:30 hrs |
| 28 th April 2007 | OGA Regatta, Royal Freshwater Bay Yacht Club (see page 4) |
| 22 nd May 2007 | OGA General Meeting, East Fremantle YC, 19:30 hrs |
| October 2007 | Claisebrook
Wooden Boat and
Jazz Festival, East
Perth |
| 8 th -10 th November | OGA Rottneest
Weekend (see
page 4) |

