



STRAY DOG BOAT WORKS

news

BY ROBERT AYLIFE

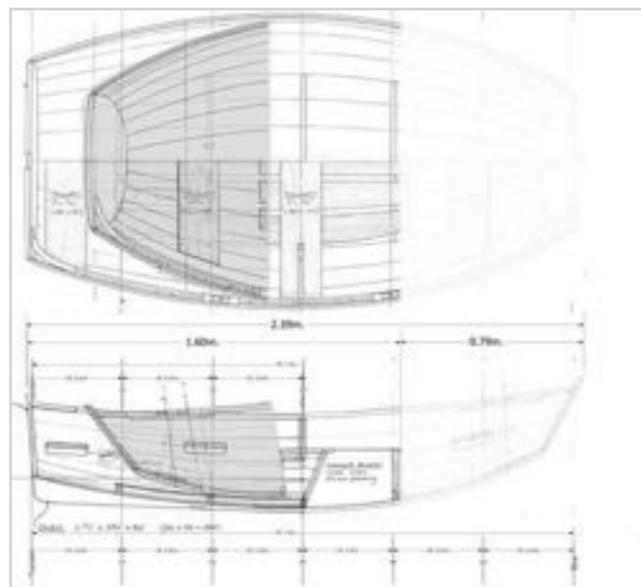
New Stuff PROTOTYPE NESTING HUMBLE BEE

I'm often asked about converting existing dinghies into nesting dinghies.

Joerne emailed me a couple of weeks ago wanting to turn Iain Oughtred's gorgeous, functional, Humble Bee Pram Dinghy into a nesting dinghy.

My default reaction is, why would anyone want to take a perfectly functional carefully designed object, cut it in half and then make it into a couple of parts that you later clip together in some fashion, finally turning it back into something of the boat that it was originally intended to be.

I said, more or less that, adding that while the proposition did not thrill me I'd offer what help I could, with the following caveat:



If it worked I'd take some credit, and look to have it incorporated into the catalog, if it was a disaster I would pretend to never have heard of the project.

Early pictures arrived today.

Their whole set up of the build seems disturbingly immaculate, to the effect that I felt a sudden need to have a bit of a tidy up in my own workshop.

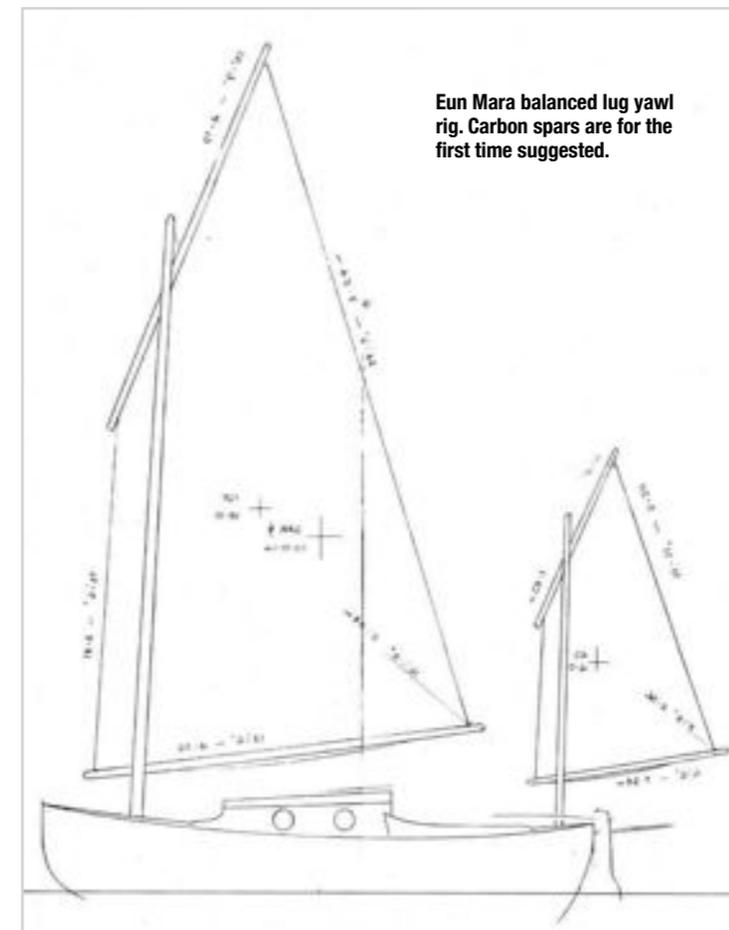
The build quality as shown in the pictures, and their design thinking suggests that this just might be a success.

I expect to follow the story in the coming issues

above: Joerne's nesting Humble Bee.

left: Joerne's Humble Bee in build.

First Eun Mara Kit Delivered



Eun Mara balanced lug yawl rig. Carbon spars are for the first time suggested.

By the time this goes to print, our first Eun Mara pre cut kit will be arriving in Queensland.

Owner builder, Rob Cottrell will soon be wrapping the precisely cut 9mm Okoume planks around her fully lofted, voluptuous moulds.

No doubt, the further he goes with his planking, and the further the lines of this very handsome small ship become revealed he'll be distracted by dreams of distant shores, and sometimes; late at night, he'll even find himself hearing the future water, chuckling under her lands.

Our boats are always heading into a future, eventually one where we can no longer accompany them. In building, or at anchor, or on their trailer, if they have one.

We must visit them with as much care as we can, for she will out last us all, and will be for most of us the only significant artefact left behind us as something we made, upon which life actually depends, and which will affect the lives all over again of her future custodians.

Frank Robson built the first Eun Mara in South Australia. He was a man of considerable achievement.

Aware that he only had a few days before he died, asked me to assist with the launching and test sailing of his home built Eun Mara. We launched her into gusty weather and wild water at Goolwa, in South Australia for Frank's first and only sailing adventure with her.

What a sail it was.

Everything seemed to be howling, the power lines, flags strained like ironing boards and people leaned into the wind as they walked past the dock. The launching lines looked as stiff as steel, and when we dropped them, fully reefed, we fairly flew away from that shore.

For several hours we ran, reached and beat across the Goolwa waterways, almost to Clayton Bay, before carefully jibing around for a glorious, strong reach back to Goolwa.

We were back to the dock all too soon.

Frank stood and looked back at his boat, now parked safely on her trailer.

"The building of this boat was the most important part of my journey. Building 'Eun Bahn' has been the most worthwhile thing I've ever done.

I'm happy now."

We must always reach to use the best materials, and to build the best of ourselves into everything, especially our boats.



Frank Robson's Eun Mara.



everything, and especially the musical treats we had at the long table in the balmy evenings, with Bob playing his massive piano accordion, and all of us singing along with him.

Alas, life intervenes. Morna became quite ill, and required a lot of Bob's care and attention, until he finally lost her in July, 2012.

Naturally the boat project was put on hold for quite a long time.

To my delight, I received an invitation to the launching of *Morna*, but after initial optimism I was unable to make it.

Sail on, Morna. Bob has done you credit.

Balanced Lug Rig for Eun Mara?

While on the Eun Mara journey, Rod Martin called me a few weeks ago, asking if anyone had fitted a balanced lug mainsail rig to Iain Oughtred's much loved Eun Mara.

The standard rig has a fully stayed gaff mainsail with an attendant array of smaller foresails. It works and looks very well, but is a bit of a challenge at launching, getting the rig up on the trailer is a lot of fiddle with all the rigging wires and various gaff sail boom and yard controls.

I'm pretty sure that no one has rigged a Eun Mara this way.

I'm also pretty sure that this is a very good idea

After discussing Ron's proposal, is Iain.

The rig gets very simple. No shrouds, to add to the tangling spaghetti that attends most of the trailer setting up and mast raising.

There is no need ever to handle wet sails down below, cluttering and making uncomfortable that small but otherwise intensely inviting and cosy cabin space.

There's no need to handle sheets when going about, since everything is self tacking.

Down wind and broad reaching the rig pulls like a racehorse, and even on the wind, in practiced hands the lug sail rigged Eun Mara should acquit herself well.

Reefing is dead easy. Just let the main sheet go, pull the mizzen tight, fix the rudder dead ahead and

Peter Shipline sails Frank Robson's Eun Mara under the bridge at Goolwa.

'Newest' Eun Mara

Last weekend Bob Lewis launched *Morna*, named for his late and much loved wife, Morna.

Bob and Morna commenced their Eun Mara 15 years ago in one of my Goolwa based residential boat building summer schools.

In his invitation to the launching he pointed out, "Remember, this was all your fault!"

Knowing Bob and Morna, and seeing pictures of his completed boat, I'm proud of that!

It was a very happy summer school made even happier by Bob's and Morna's enthusiasm for



Kel Gowan's prototype NIS 35.



Turning Kel's NIS 35.

lower the yard. Tie off and tension the chosen reef's cringles to the boom ends, and pull the yard back up to tension.

As the tempest eases and your courage returns, you can easily shake out the reef and in minutes be under way again.

In a hard chance, when it suddenly gets all too wild, letting the main sheet go will bring instant calm. The

big sail will weather cock, safely too because there are no shrouds for the swinging boom or the free sail to power up against.

This leaves you to take stock of your situation, gasket the sail, calm your crew, tidy everything and work out what to do next.

I'm going to like this rig on Eun Mara. It has a lot of possibilities.

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LEFT: Testing first carbon masts and tabernacles on Angus Houstone's NIS 26.
INSET: Kelvin's NIS 35 planking.

We are working with Iain on a carbon rig, masts, spars, and the new carbon tabernacles for the Eun Mara.

We are also working with Iain and our engineers on a carbon rig, masts, spars, and the new carbon tabernacles for his Haiku Sharpie.

Check with us at Stray Dog Boat Works on custom carbon fibre Eun Mara balanced lug rig masts and sprit booms, as well as carbon solutions for any other boat that you may be considering.

Two New Iain Oughtred Kits Coming
With the interest in the new Beaver 4.9m Canadian style lapstrake canoe kits and the first being delivered next week, thoughts have turned to an even longer 5.4m kit.

Carbon Fibre in Traditional and Other Boats

The use of carbon fibre for the main mast, about 1/3 of the weight of wood and about 1/2 of the weight of alloy is a significant one. Ditto for yard and boom. Cuts down on ballast, too.

The future of spars really is, carbon.

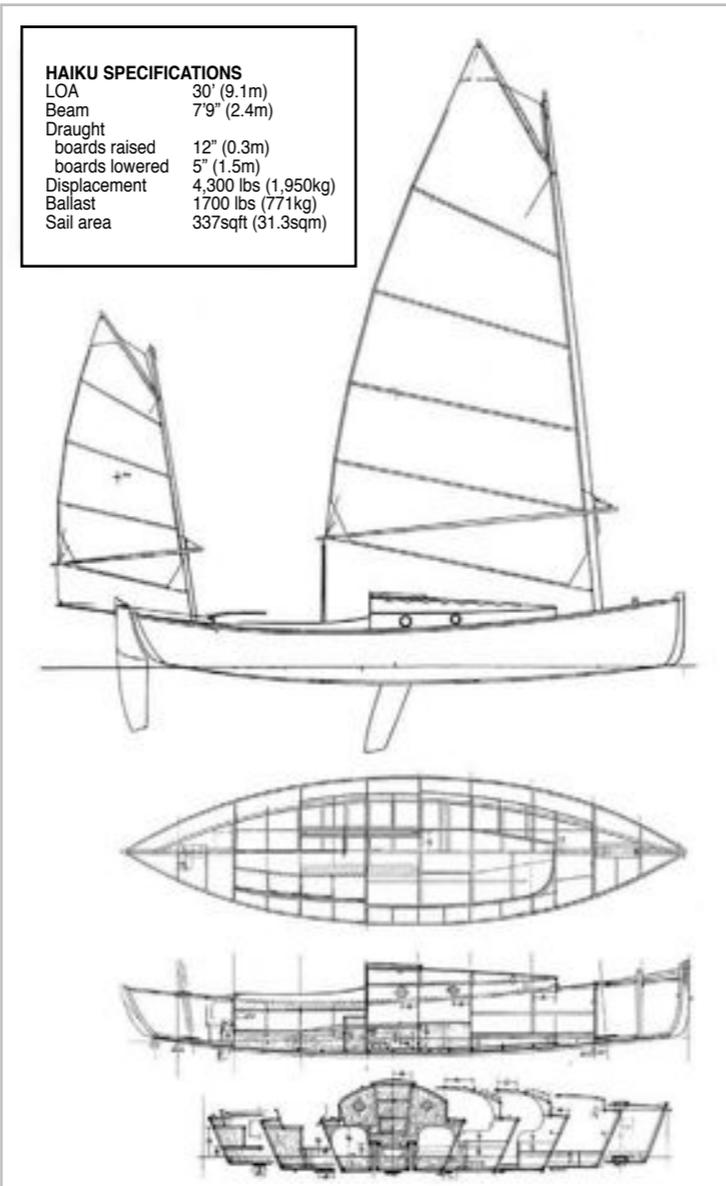
We have been using carbon rigs in all of the Norwalk Island Sharpies designs for the last decade, with stunning success. We supplied the last aluminium rig for an NIS 18 last month. We are about to supply new carbon tabernacles and spars to another NIS 18 yawl shortly, and we are also soon to complete the engineering for a complete set to Kel Gowan's prototype NIS 35.

There is no other material currently available that packs so many controllable properties into a spar product that is so light and age/cycling/fatigue resistant.

So much stress is taken out of the boat in rough conditions, especially getting rid of the sometimes damaging effect heavy booms in jibing, and reducing the need for countervailing ballast against the original much heavier, rigid masts.

The world's biggest aircraft manufacturer thinks so too.

RIGHT: Carbon sprit booms and masts for Haiku Sharpie.



Flocks of skiffs heading to Tasmania.

We are doing the kits in 5mm Okoume plywood, which will make them lighter than Cedar strip canoes of the same length, very tough, easier to repair and maintain over the long term and less costly by a considerable amount.

Much more fun to build, and in many eyes, even more beautiful.

The 4.9m boat at about 19kg is likely to be the most popular, but for long distance cruising with higher loads of gear the 5.4m boat at about 23kg will be a great tracker and, with her length will have higher hull speed.

Both will easily load onto and travel well on good roof racks on smaller cars and will be light enough for portaging by owners of modest fitness.

Both boats will reward those paddlers who take the trouble to learn the traditional single paddle J stroke for super quiet and efficient handling.

The larger boat should be good for up to 300kg total load, the smaller one about 250.

St Ayles Skiffs

Renowned WA builder and sailor John Longley, famed for, among his many credits, building *Endeavour* and various America's Cup boats experienced the St Ayles Skiffs for the first time in Hobart in February.

The rest is history.



TOP RIGHT: Warnambool St Ayles skiff build crew celebrate turning boat one.

ABOVE RIGHT: Warnambool St Ayles skiff number one planked.

Another two St Ayles Skiff kits are swooping across the Nullabor to the Royal Freshwater Bay Yacht Club in Fremantle, WA. Another 10 St Ayles Skiffs are mooted for WA in the coming months.

Another is about to be ordered by the Wooden Boat School in that engine room of the St Ayles movement in the Pacific, in Franklin, Tasmania.

While in Franklin, the Living Boat Trust is about to launch their latest St Ayles Skiff, *Bendigo*, named for the local bank that caught the spirit of the movement and contributed so strongly to its construction.

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NIS 31 main mast on Bill's shoulder.