

GLAMOUR PLUS SPEED

Lake Macquarie enthusiasts have developed Vee Jays which could start a new craze. They're fast, natty and colourful.

BOATS, like houses, reflect their owner's personal taste, and, to a degree, their character. The best-finished boat I have ever seen is Rolly Tasker's Sharpie, *Falcon*. There is a boat! And the most glamorous boats I ever laid eyes on come from Lake Macquarie.

New boats launched in northern New South Wales this season put past boats to shame. These latest additions to the Vee Jay fleets are glamour plus, and what's more, they really go!

It all started when John Lewis, of the Marmong Point club launched his craft *Foam* last season. This boat featured the first laminated tuck (see photo) to be seen around these parts. It was a cedar and silver ash affair, in a mitred laminated form after the style of surfboat sterns. To complete the finish, the hull had laminated fittings, one of the most interesting of which is the laminated rudder (see photo).

This rudder is built around a 3/16" plywood core, which gives the finished article great rigidity and strength, and is composed of alternately glued strips of dark and light timbers, as in the hull. Laminated rudders are by no means a new innovation, but this is certainly one of the strongest pieces of equipment seen for a long while. Incidentally, the light-dark laminations are alternated on the op-

posite side with very pleasing results. If you've a month or two to spare, why not knock one up?

Foam boasts a natty jib-block arrangement, which, despite its elementary nature, is most efficient. The jib blocks are shackled to a slide of "T" section which operates from a length of duralumin tracking. The fore and aft positioning of the pulley being governed by means of tapped holes in this track to which the slide is secured with a bolt.

Beam adjustment, from gunwale to mast, so often overlooked or ignored by many dinghy sailors, and about which, incidentally, Manfred Curry and other yachting experts rave about is achieved by means of two wooden blocks about 1½" thick, which run across the deck at the fore and aft limitations of the track. Thus the original dural tracking is supported above the deck and its ends secured to the cross battens by means of a bolt in tapped holes.

A screwdriver can change the position of the jib blocks from fore to aft, or abeam.

It all started with *Foam*. Now another Marmong boy, Colin Lynch, has gone a bit further. A championship V.J. skipper, Colin went into the 16-footers for a while, but now he's back in the Jays.

Colin's new craft features a laminated tuck . . . and how! This tuck

centres around a semi-circular piece of cedar, from which rays of alternately light and dark timber rise . . . in the fashion of the rising sun emblem. A multiple lamination deadwood, cleats and fittings of laminated construction, plus a super hull finish, serve to complete this immaculate hull. This craft won the first scratch race at Marmong Point. *Corvette* is her name.

The gunwale to gunwale cockpits soon came in when the restrictions were lifted and the tolerances eased. Ken Hall, also from the Marmong Club, a well known Northern skipper built one of the first. His hull has one of the new types of cockpits, which is a permanent fitting, and has a large observation hatch in the rear of the deck. Ken says that this method of cockpit construction will certainly aid the amateur builder as an eight-foot sheet of plywood used for the front of the deck, with the camber of the deck raised slightly, forms the front edge of the cockpit itself.

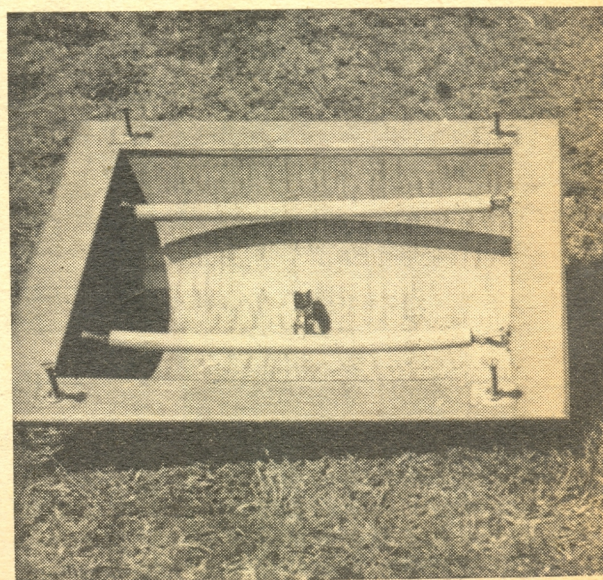
Stainless steel strips around the cockpit edges enhance the finish of this craft. It will be interesting to see the advantages or disadvantages of this wide-cockpit V.J. Many builders will be watching this hull closely.

A new constructional medium found in the boating field is Laminex and similar products. As can be seen if the photo is examined care-

'Corvette's' laminated deadwood. Tuck (transom) is most attractive.



"Delta B's" laminex cockpit. Note the imitation silky oak grain and snatch block. Laminex inlays prevent cup washers bruising plywood surface.



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fully, *Foam's* name is carved from this material and glued to the tuck. It is ideal for this purpose as it is very light in weight, resists abrasion and corrosion and has an attractive finish.

On *Delta B*, this material is used for the lift-out cockpit. At writing it has proved more than satisfactory. Laminex is easy to bend and may be planed and sawn as timber. The attractive grains available also make it useful for cockpit coamings, etc. *Delta B* also carries trim in this synthetic.

The battle of the tucks is by no means finished, for after Colin Lynch's effort, Jack Longbottom of Speer's Point Club really got to work. The results can be seen in *Risk*, Jack's boat. This tuck, featuring silver ash, cedar, and walnut veneers, is certainly one of the most extravagant pieces of work I have seen on a V.J.

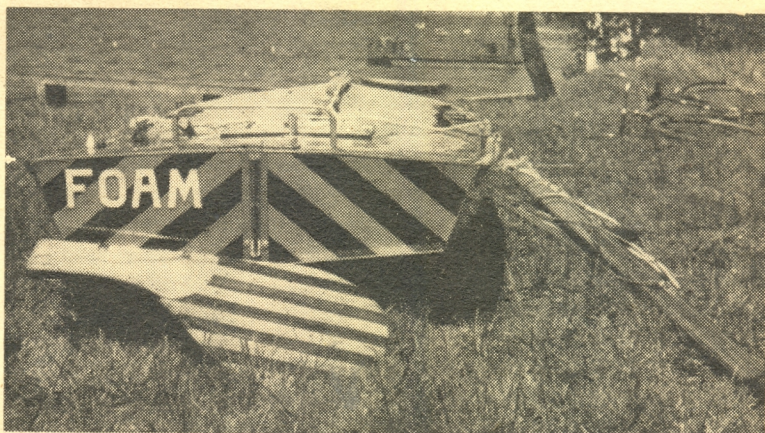
It is composed of a walnut diamond, surmounted by two symmetrical cedar triangles, with two silver ash triangles below. This entire pattern is enclosed in a surrounding strip of Queensland Walnut following the tuck profile.

Built by G. Sherring, of Speer's Point, it has his trade mark, a brilliant and original stain. Sherring has yet to build two boats in identical colour. This time the stain is of a delicate green tint, and the high gloss finish above it certainly shows it to its best advantage.

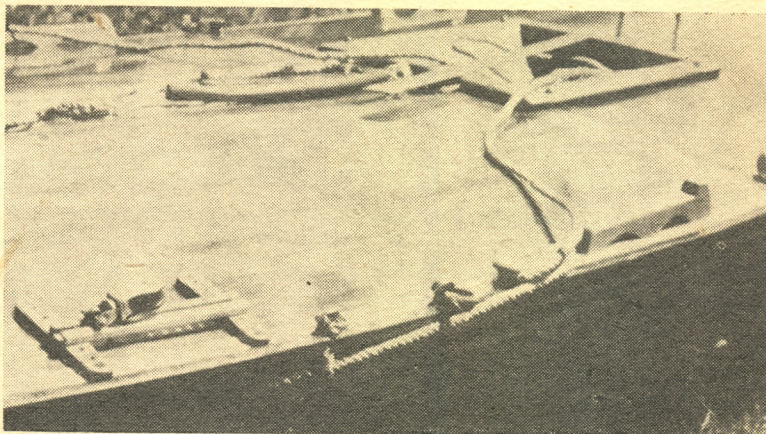
Even *Risk's* smallest cleats are laminated from four pieces of timber . . . the rest can be left to your imagination!



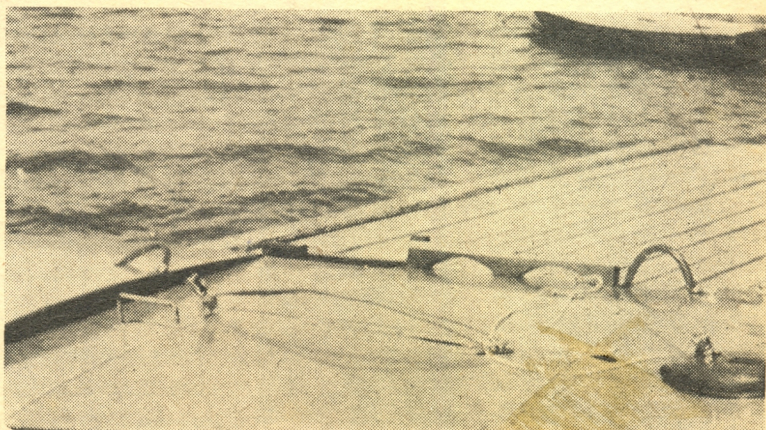
1.



2.



3.



4.

1.

"Risk's" veneered stern. Note full-width wire horse. This gives little chance of "stalling" in fresh breezes.

2.

"Foam's" mitred laminated transom and rudder. Cut-out laminex letters form name.

3.

"Foam's" jib blocks and pulled for spinnaker sheets and endless brace. The perfect "time and motion" spinnaker system is employed on some of the new dinghies. It involves: endless brace with kicker; all-round spinnaker sheet; endless spinnaker halyard, and spinnaker pole fixed to brace.

4.

The full-width cockpit, with foot stirrups for skipper when on his leaning plank. Both skipper and crew use leaning planks on many northern boats.