WAVERLEY COMMUNITY MEN'S SHED INC.

SCUTTLEBUTT

WCMS MEMBERS' NEWSLETTER

Patron - The Hon. Marjorie O'Neill MP, Member for Coogee

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IF YOU ARE NOT WELL, YOU ARE NOT WELLCOME AT THE SHED!

HEALTH AND SAFETY REMINDER

As we continue in the cold and flu season, outbreaks of COVID-19 and influenza are increasing, making it more important than ever to stay protected. We strongly encourage all members, if they have not yet done so, to consult with their general practitioner about the vaccinations recommended to them.

We also kindly ask members to continue to practice good hand hygiene, and stay home if they are experiencing any symptoms of illness. These measures help keep our Shed community safe and well.

SHED RELOCATION UPDATE

We know you are interested, this is the latest from Uniting:

NEXT STEPS IN THE UNITING WAVERLEY JOURNEY

The planning process for the Uniting Waverley Estate redevelopment continues.

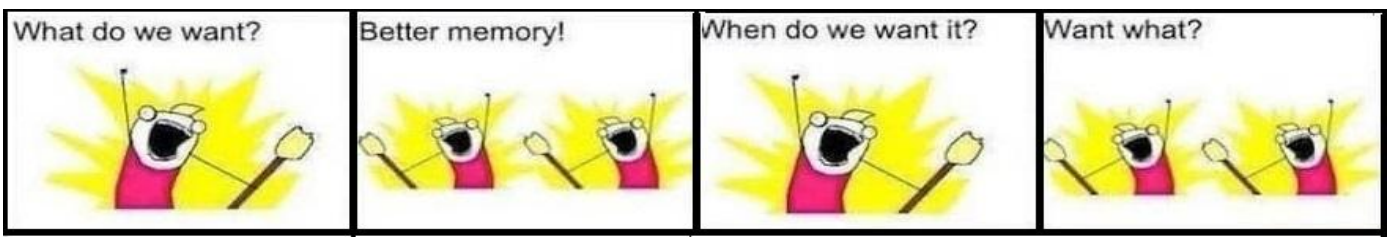
The State Significant Development Application (SSDA) was accepted by the Department of Planning, Housing and Infrastructure (DPHI) in 2025, this was followed by the public exhibition period which has now taken place.

Following review of the community's submissions, the Department has requested some additional information to which responses are being prepared, once they are submitted, the DPHI will review and advise if any further clarification is required.

At this stage it is anticipated that the SSDA will be determined in 2026 and we will be informed of developments as the process evolves.

The picture shows an artistic impression only, and is subject to changes and planning approval.

We will keep you informed as we receive any information, **but in the meantime, we have to continue our search for alternative premises.**



SHED GOINGS-ON (CURRENT PROJECTS ETC.)

Alan Rubel is helping **Albert Verdian** in restoring a ***finely carved box*** (left)

Craig Rubenstein is making a ***backgammon box*** at his wife's request (right)

Frank Fay is putting the finishing touches to a ***coffee table-top.*** It was picked up by its owner within minutes of being finished. (left)

Rodney Bassetti recently came along to the Shed, and found that he had no project to do. Not to be discouraged, he grabbed ***a vacuum cleaner***, ...**YES THAT'S RIGHT!!** … and without being begged to do so, **spotlessly cleaned** the machine room. **THANK YOU RODNEY!** (right)

Ian Dawes is making another ***train set*** combining wooden blocks and animals in carriages (left)

It's been a while since he last made one, **Mo Dhanoya** is making ***a basket*** from a single sheet of plywood (above)

HOW TO FIX A SAGGING GAS LIFT OFFICE CHAIR - CHEAPLY

By Peter Ulmer

There are few things more annoying than, after a few years, the gas strut fails on your office chair and you slowly drift down to the floor. You are now forced to either buy a new gas strut or, worse still, a brand new chair. (Officeworks from $200).

This has happened to me several times, where I have been able to buy and exchange the old failed gas strut. (Officeworks $25-$40).

The issue with my latest chair is that the top of the gas cylinder strut is heat-welded into the metal chair seat base. This makes it impossible to remove the gas strut. I hate greedy manufacturers who deliberately build in obsolescence and force you to buy another chair. And how many office chairs do we see on Council collection days by the side of the road? Answer: heaps.

I mooted an idea at our Shed's lunchtime, and a member, who shall remain nameless, told me the idea was silly, it would not work, and I should do a proper de-welding/rewelding job, etc. I'm also not a fan of making a simple job more complex and difficult than it needs to be.

The pictures below show that the silly idea of making a PVC piping collar works beautifully.

Here are the steps –

1. Measure the cylinder circumference. I did this with a Post-It Note wrapped around the cylinder and simply measured the start and end point, which I marked with a pencil. This will tell you the diameter of piping required.
2. Buy a PVC pipe that is large enough to act as a collar around the failed gas strut. (Bunnings $7.05)
3. Saw the length of the PVC piping to the lowest point the chair can collapse to.
4. Saw the PVC piping lengthwise.
5. With much prying apart and using a Sharpie Fluorescent pen to assist, I placed the PVC piping as a collar around the failed gas strut.
6. Using wide black gaffer tape, I concealed the ugly PVC piping. And with the same tape, held the concertina chair tubes in place.
7. Job done in 15-20 minutes. The chair can no longer sink to the ground.

Expose the failed gas strut

Fit the measured PVC pipe collar.

Gaffer tape PVC pipe collar.

Gaffer tape outer tubes.

VISIT TO MIDLAND MEN'S SHED

Report by Tom Woilf

In early July, I visited our "best friend Shed" at Midland, Western Australia, located in Perth in close proximity to the Swan Valley wineyards.. Our association with this Shed has been longstanding, and we have had reciprocal arrangements about newsletter material for many years, well before COVID.

When I introduced myself, I was warmly welcomed and I was invited to say a few words to the gathered men at their Tuesday Social gathering, there were more than 40 members who turned up just to socialise and talk over a cup of tea or coffee, much like out patio lunch sessions.

The operations of the Midland Shed differ from ours, due to their circumstances they have had to decentralise their various operations, the Tuesday social is in a church hall, their wood and metal workshops operate from a different location, as do their music and other special interest groups.

I commend any members who visit Perth to make contact with this Shed.

IS THIS JUST A TALL STORY?

Steve Weymouth has been working on the ***"trefoil street library"*** for the Bondi Girl Guides for the past 8 months, the project is just finished and installed at the Guide Hall in Thomas Hogan Reserve in Bondi. We'll bring you photos of that finished project soon.

Just before the installation, Steve had to go to the UK for personal reasons, and along the way he spent a short time in Marseilles (France). While there, he saw something that got him thinking about his next ambitious street library project?

BIRD OF THE MONTH (3)

Southern Cassowary - *Casuarius casuarius*

Report and photos by Ian Dawes

This one was at Etty beach in Qld. It had just wandered through a campsite and in passing had made a complete mess of a bowl of fruit that someone had injudiciously left outside on a camping table.

Cassowaries are big flightless birds, heavier than emus. According to the Qld Government web site, they are now found in three broad populations - one in the Wet Tropics widely from Cooktown to Paluma Range and two populations in Cape York. Listed as very unlikely to be found, one is most likely to see them near Mission Beach or around Cape Tribulation in the Daintree National Park.

They are threatened due to habitat loss, road kill, dog attacks and competition from feral pigs, and if you get too close they will threaten you. Cassowaries have well-muscled legs with three toes, the inside one has a large dagger-shaped claw capable of causing nasty damage to humans. If you see one with a chick it is best to back off.

Cassowaries play an important role in maintaining rainforest tree diversity. They eat large fruits and disperse them over long distances. They pass the seeds unharmed in large piles of dung, distributing them widely throughout the rainforest. Some rainforest seeds even require the southern cassowary to digest them to assist germination and they come with ready-made manure. Here is a scat with some very large seeds in it left by a cassowary near Mission Beach.

WAVERLEY REPAIR CAFE

Waverley Council runs a **"Repair Café",** free sessions for residents to learn how to repair things. On 14th June one of the sessions was about basic wood repairs in the home, and **Tom Wolf** represented the Waverley Shed in running this session.

The session was predominantly about the basic tools that may be required to do home repairs, and an introduction as to how they should be used., the session went further into different glues that can be used … and the perfect fall back … if all else fails, to bring the project down to the Shed!

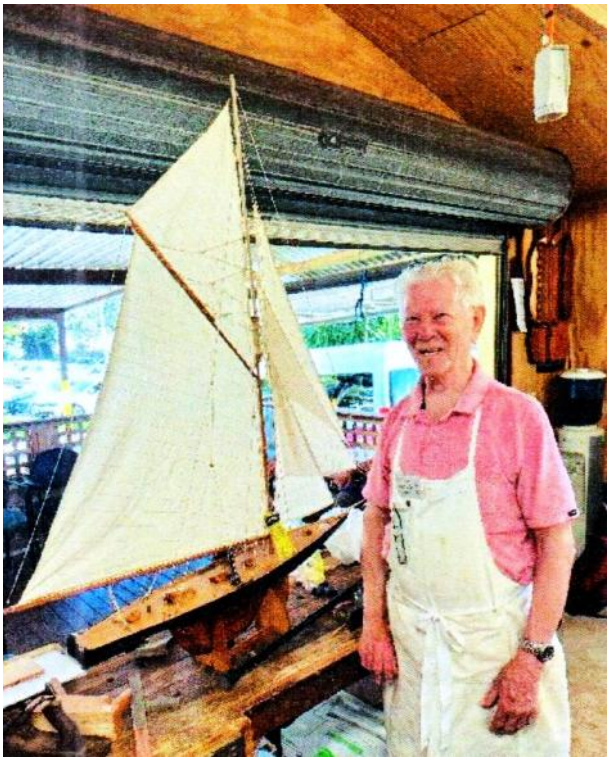
David Cutler, Local Connections Community Development Officer of Waverley Council expressed his gratitude and indicated that he had received lots of great feedback from the session participants.

HMY BRITANNIA (1893-1936)

Surprisingly, amongst a donation of Bric a Brac to the Shed was a model boat. It was incomplete, damaged and in very poor condition, with the sails fitted incorrectly.

It presented an interesting challenge to the Shed to bring her back to life, with 92 year old member **William Honeyball**, in charge. William has built many model boats in his time.

Subsequent research indicates she is a model of ***His Majesty's Yacht "Britannia",*** and after careful restoration, she is now available for sale to support the Shed's URGENT need of funds.

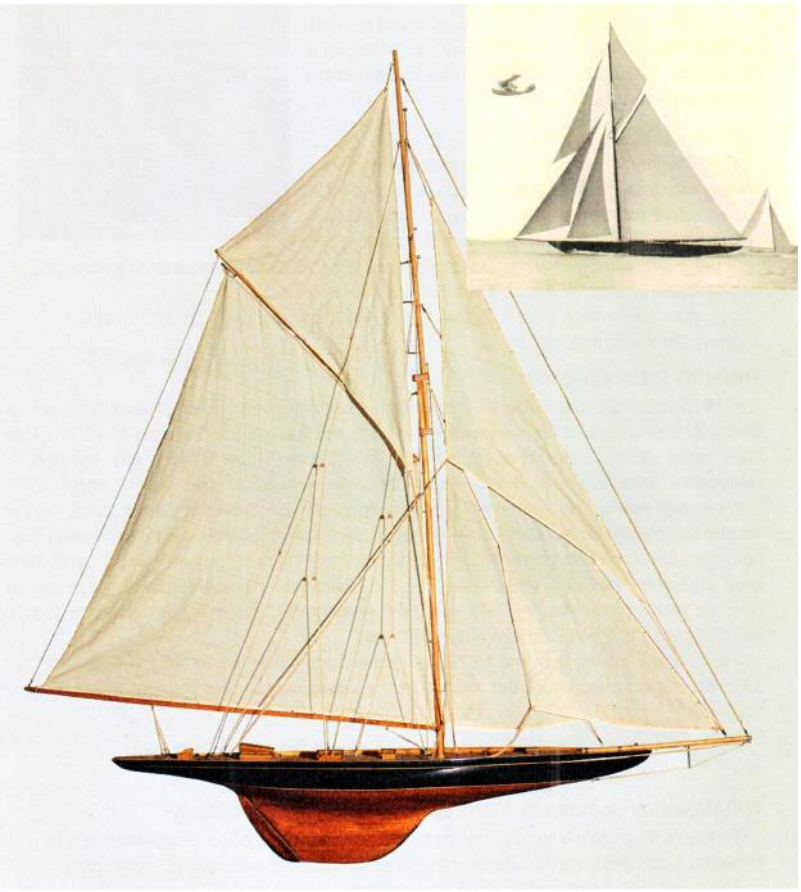


AN IDEAL DISPLAY PIECE

The model of ***HMY Britannia*** is ideally suited as a display item for anyone with a nautical interest, such as Yacht Clubs, or in a "men's cave", etc.

She is currently free standing in a cradle; however, the Men's Shed is happy to construct a casing if required.

For those interested in making up a display around her, historical photos and captions about her illustrious history are readily available to create an impressive display.



Model Size: L 1.38M x H 1.35M x B.08M

THE *"HMY BRITANNIA"* STORY

In 1892, Scottish designer George Lennox Watson was commissioned by Edward the Prince of Wales for a sailing yacht. He designed ***Britannia*** to the "Length and Sail Area Rule" as a First Class cutter.

She was built alongside the America's Cup challenger ***"Valkyrie II"*** at the D & W Henderson Yard on the River Clyde and was launched on April 20th, 1893.

In her first year's racing, ***Britannia*** scored 24 wins from 43 starts.

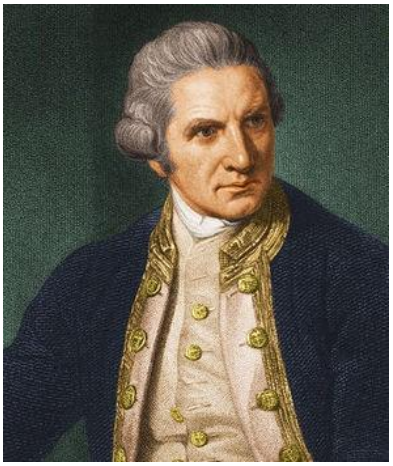
In her second season, on the French Riviera she won all seven races for the big class yachts and then beat the 1893 America's Cup defender ***Vigilant*** in home waters.

George V was a particularly keen supporter of big class yacht racing.

In 1930 ***Britannia*** was modified to compete against "J" Class yachts that was the class selected for America's Cup challenges during the 1930's.

Her final racing tally was 231 wins out of 635 races. King George V's dying wish was for his beloved yacht to follow him to the *grave.* On July 10th 1936 the ***Britannia*** was towed out to St Catherine's Deep near the Isle of Wight where she was scuttled.

"HMB ENDEAVOUR" FOUND UPDATE



Recently there was discussion among members at the Shed about the claim by the Australian National Maritime Museum that they had located this important wreck, and Tom Wolf indicated that he had looked into this wreck-site and that of interest, particularly to Shed members may be the identification of timbers found in the wreck, and a particular timber joint that was used by the shipwright.

In the December 2022 issue of Chatterbox, the newsletter of the Sydney Model Shipbuilders Club, an article by Tom Wolf was published, headed "ENDEAVOUR FOUND – Preponderance of Evidence Approach".

In that article Tom discusses the webinar that he attended which backed the announcement by the Australian national Maritime Museum of its findings and a claim, on the preponderance of evidence, that a shipwreck found in Rhode Island, USA, was the wreck of HMB Endeavour. A copy of Tom's article is reprinted.

In partnership with USA partners Rhode Island Marine Archaeology Project (RIMAP), ANMM divers and researchers had been investigating the wreck for over 20 years. At the time of the announcement of the American partners did noit support the ANMM's claim, the Rhode Island team urged caution. They feared the announcement was premature, perhaps driven by "Australian emotions or politics." They agreed the site ***might*** be the Endeavour — but they weren't ready to close the case.

Now, in June 2025, the ANMM has made its **"FINAL REPORT"** public and the claim of the finding is confirmed as far as the Australians are concerned. As for the Americans, while not endorsing the conclusion, they have acknowledged the thoroughness of the work. They praised the Australians' "fine historical analysis and detailed artefact recording."

To repeat the basis of the Australian claim, the researchers had painstakingly examined the remains, comparing hull fragments and structural features with original 18th-century ship plans. They tested the timbers and measured the ship's "scantlings"—the size of its wooden components. All pointed toward a British-built vessel of over 350 tons.

American-built ships of the time used native woods, a medley of timbers from local forests. But the wood in this wreck — white oak and elm — was definitely European.

Crucial to the findings were two features found during underwater excavation, the pump well and a keel-stem scarph joint. These were the smoking guns.

1. The pump well was a distinct structure, located midship. They lined up exactly with its position on Endeavour's original plans. "It was a significant turning point in the identification of the site," museum researchers wrote.
2. The scarph joint, a complex timber splice used in 18th-century shipbuilding to connect the keel to the bow is totally unusual, used only by a very few shipwrights. The one found at the site was a near-perfect match to Endeavour's shipyard drawings. There is only one other wreck with such a joint that has ever been found, in Bermuda.

In 2025, the Australians have answered every objection. Tthe Final Report not only affirms the 2022 claim but adds weight to it by compiling new site plans, updated structural comparisons, and an unprecedented database of 18th-century shipwrecks across the Atlantic. None match as closely as the Rhode Island wreck. This resulted in the Australians' claim that "After numerous presentations at domestic and international archaeological forums, no substantive responses have refuted the identification."

As far as the Australian team are concerned that closes the debate.

ENDEAVOUR FOUND
Preponderance of Evidence Approach

Report by Tom Wolf

On 1 November, I participated in a webinar conducted by the Australian National Maritime Museum (ANMM) reviewing the evidence that exists to identify **HMB Endeavour** at the bottom of the sea at Newport, Rhode Island, USA.

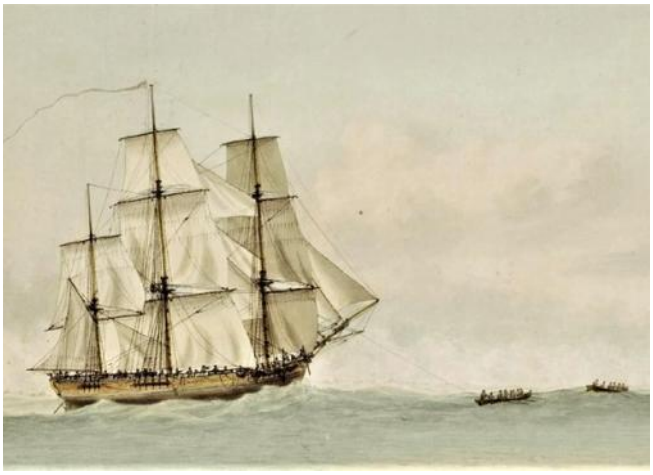
Needless to say, this vessel holds hugely historical significance not just for us Australians, but for many other nations regardless how contentious the voyages of James Cook may be seen today.

The webinar was presented by Kieran Hosty and James Hunter of the ANMM and follows the announcement of the find in February 2022 by Kevin Sumption, the then CEO of ANMM.

The wreck in question is located in the USA and is owned by that country and the State of Rhode Island. In any case, unlike **"VASA"** and **"Mary Rose"** there is not sufficient wreck remaining to make it possible to recover and restore, it is located in one of the busiest harbours in the world (including a major naval base) and the wreck broke up many years ago.

All that remains are bits of the keel and other bits of timber but most importantly a pump well has been located (the significance of this will be discussed).

The research program in collaboration with American researchers started in 2000, so after 20 years of research, the ANMM announced that the wreck found was that of **Endeavour**, but the American partners feel that there is yet no indisputable data found (most likely artefacts) and that the announcement was premature.



This dispute is based on the different approaches taken by the research teams, the Americans are waiting to find some artefacts that may identify the wreck, the Australians are making the claim using the preponderance of evidence approach using available records, plans, hull and keel proportions, tonnage and alignment of identified ship parts to known plans.

The collier "**Earl of Pembroke"** was launched in 1764 and after its life as **HMB Endeavour** and Cook's voyage of discovery, the vessel was sold to a private contractor and renamed "**Lord Sandwich"** in 1775, but chartered back to the Royal Navy in 1776.

She transported troops to America and she was in American waters at Rhode Island when, on 4 August 1778 she was scuttled off Newport to protect the town from a combined American land/French naval assault.

The fact that the wreck found was a scuttled ship is evident from scuttling holes punched into the hull that were identified in 2020. There were over 80 ships scuttled in the area, all but 13 were recovered/refloated, **Lord Sandwich** was not one of those recovered. These are incontrovertible facts.

There are many shipwrecks in the area, but only nine 18th century wrecks have been identified. In the immediate area where **Endeavour** is known to have been scuttled, only 5 vessels exist, but the wreck claimed to be **Endeavour** is the only one that matches her tonnage.

This wreck is referred to as **RI 2394** on maps showing the location of wrecks in the area and is 100 tons bigger than the largest of the other wrecks.

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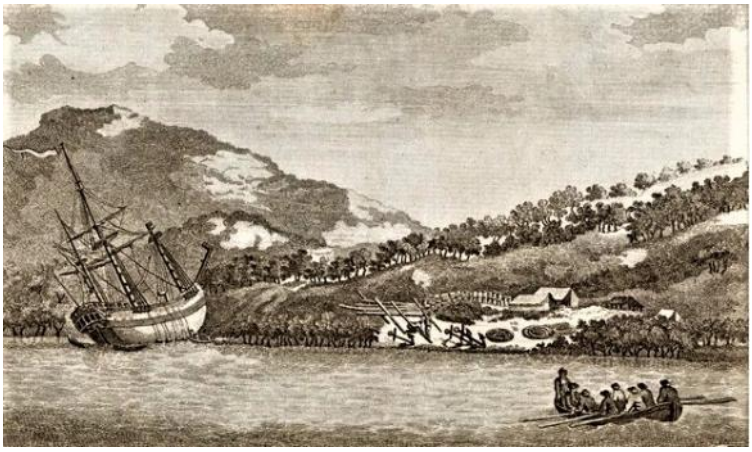
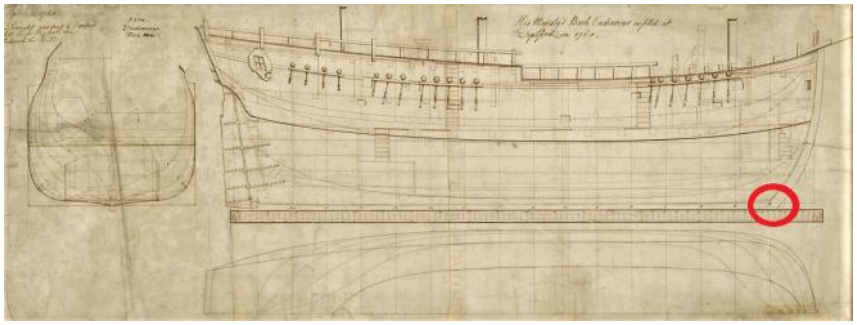
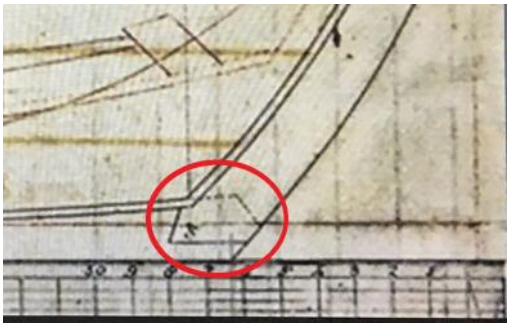
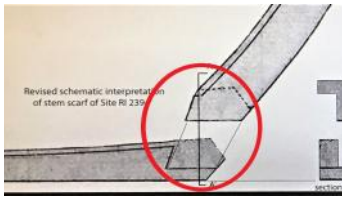


When initially built, **Endeavour** (as **Earl of Pembroke**) was built particularly sturdy by Thomas Fishburn, and when it was acquired by the Navy it was surveyed. Those survey notes exist (in fact there are 4 sets of drawings of the vessel on record).
Fishburn actually built the collier with a keelson strengthened to enable it to be beached (fortunately for Cook after striking a reef and holing **Endeavour** on the Great Barrier Reef).
The wreck lies in relatively shallow waters only 12-13m deep, and the turbulence of passing ships (some very large propeller driven ships) and Teredo worms for nearly 250 years explains the extreme state of deterioration (which continues).
All the timbers on the wreck have been tested, and consistently with the records, the wreck's keel was made of European elm and the other timbers were European white oak. In fact little or no North American timbers have been located on the wreck.
After the Great Barrier Reef events, **Endeavour** required repairs, and the records show that oak repairs were made to the bow in 1775. These repairs appear on the wreck.
Turning to other elements of identification, a pump well was located on the wreck. It is known that **Endeavour** had 4 pump wells (this is unusual as most ships had only 2), and the pump well matched and aligned in position to the existing plans.
Using the pump well location, the bow and stern positions could be identified within inches of the plans. In 2021 the keel was located at the very position predicted.
In constructing the keel of a ship, where the bow stem and the keel are joined is called a "scarph" (joint) and is an distinguishing element of the keel.







The scarph is created differently by different shipbuilders and rarely are 2 the same. Interestingly, the scarph found on the wreck is identical in shape and size to the contemporaneous plans of **Endeavour**.
The scantlings (the collective dimensions of the framing (apart from the keel) to which planks or plates are attached to form the hull) correlate well for the contemporaneously recorded dimensions of **Endeavour.**
Further, paired floor timbers correspond to the recorded positions of the fore and main masts of **Endeavour**. The hull shape, size and dimensions and the pump well's location seem to be the clinchers to the argument even without artefacts.
Nevertheless, it can be asked "why are there no significant artefacts as one may expect in a shipwreck"?
The presenters explained this anomaly on the basis that **Endeavour** was scuttled intentionally, so all useful items would have been removed before she was taken out to sea to be scuttled.
Then, why were cannons found on her? The cannons found were all unusable having been spiked, or in some cases the cannons that were found lacked trunions and likely were required as ballast to sink this wooden ship..
Anyway, the dispute continues and I will leave it to the readers (and history) to decide if the preponderance of evidence approach of the ANMM is correct or not.

WOOD GLUE GUIDE

THIS ARTICLE IS REPRINTED FROM AN EARLIER ISSUE AS IT IS JUST AS RELEVANT TODAY!

We hope it will help readers to understand different types of glues used in woodworking. An old article found on the internet has been used in writing the report, its source could not be ascertained.

All glues have a finite shelf life. Once it's open, it's only good for about a year. If you notice that the glue starts to smell sour and becomes extremely thick or stringy, it's past its prime and shouldn't be used.

White Glues And Yellow Glues

The most common furniture making glues are polyvinyl acetate (PVA) adhesives, commonly called white and yellow glues. While white glue (such as Aquadhere) is a good glue that can be used on most porous materials, yellow glue (such as Titebond Red) has been specifically formulated for interior woodworking applications. Yellow glue is usually referred to as aliphatic resin glue.

Neither of these glues work well if a water-resistant bond is required. For that purposes there are water-resistant formulations of yellow glue (such as Titebond Green). These are known as cross-linking PVAs, and they cure through chemical reaction, instead of evaporation.

For general woodworking use, this glue is interchangeable with normal yellow glue except that it can't be cleaned up with water after it cures.

While each white or yellow glue can be used in the workshop, aliphatic resin glue (Titebond Red) is the best choice for the beginner. It's easy to use, requires no mixing, is non-toxic and cleans up with water. It also sands cleanly, without over clogging the sandpaper, and leaves an invisible glue line if the joint is tight (but does leave a yellow stain where the glue is visible). White glue, on the other hand, dries clear.

Hide Glue

Hide glue is made from animal products and it's extremely useful for projects, like musical instruments, that often require disassembly to make repairs. They are the earliest glues and are still used today.

This glue cures slowly, so it can be a good option for difficult joints or constructions that take a long time to assemble, but it releases its bond with heat and moisture (such as humidity). Whilst this makes it easy to separate pieces without damage, in many instances it defeats its own purpose with furniture as it is unable to withstand exposure to the elements.

Epoxies

Two-part epoxies are probably the most durable of all adhesives and for situations where extreme water resistance is required, epoxy is the best choice. It is however pretty difficult and messy to use. It sometimes comes in a syringe type dispensed which allows for relatively equal dispensing of the epoxy and the hardener (the 2 components), but sometimes it comes in tubes and measuring the portions can be difficult. It also comes in different setting times, the longer the setting the more secure the adhesion (so 5 minute epoxy is not as secure as 30 minute epoxy).

Epoxy glues are quite toxic, so you need to don gloves and a respirator to protect yourself from chemical exposure making epoxies a bad choice for everyday work. They should be only used in well ventilated locations.

Polyurethane

Polyurethane glue is supposed to be well suited to just about any gluing job. This glue performs unlike any other. It actually cures by being exposed to moisture, so it's a good choice when moisture resistance is an issue. You even have to dampen wood surfaces before applying this glue. This product changes into a foam like substance as it cures and in the process expands out of the joint. This can make sanding away the glue more difficult.

Because it's such a new glue, it has no long-term successful track record that other glues enjoy, so it how long the adhesion will last is uncertain.

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Gluing Techniques

In preparing a glue joint, it's important to keep a couple of ground rules in mind:

1. while modern glues are amazingly strong, if joints do not fit properly or the glue is not allowed to cure correctly, the bond will almost surely fail.
2. second, less is more. A thin, even layer of glue will form a strong bond between two pieces of wood, but a thick cushion of glue does just the opposite. It weakens the joint. And, usually you won't know if this joint is weak until the piece is done and has been used for a while.

To achieve a successful edge joint, the long mating surfaces must be perfectly tight all along their length. You shouldn't rely on clamps to pull bowed boards together because this places too much stress on the joint and eventually it will fail.

The fit of a mortise-and-tenon joint should also be precise, neither too tight nor too loose. If the parts must be forced together, there will be no room for the glue between the pieces and the joint will be starved. I

f, on the other hand, there is too much play in the joint, the glue layer will be too thick to perform properly when the piece is placed under stress. In a perfect joint, the glue layer is less than the thickness of a sheet of notebook paper.

In order to guarantee that there is sufficient glue in a joint, spread a thin layer on both mating surfaces.

In a mortise-and-tenon joint, this means coating both the mortise and tenon walls with glue. You can use a scrap stick, a small brush or a narrow roller to do this. Just make sure the coverage is complete and even.

In woodworking iut is often said that cleanliness is next to godliness, the mating surfaces must also be clean, dry and free of contamination before you spread the glue. Oil, waxes and some chemicals, like silicone, will resist the glue.

Dust and water can cause the joint to fail by preventing good contact between wood surfaces, or diluting the strength of the glue.

All glues have a recommended open time, which defines the amount of time you can safely leave the glue exposed to the air before assembling the joint. For most yellow glues, this is about 10 minutes. But the open time will vary with the temperature and humidity of your workroom.

Hot, dry conditions will cause the glue to set quicker. In complicated assemblies, where many joints must be prepared at once, it's important to factor the open time limit into the process.

Sometimes, you'll have to assemble a project by making smaller subassemblies first.

Also, keep in mind that yellow glue will not perform well in cold conditions. Most manufacturers recommend that both the room and the wood surfaces be at least 13C degrees before applying glue.

Once a joint is assembled, it must be clamped together. Clamps serve two purposes. They pull a joint together tightly and hold it in a fixed position while the glue sets.

You should not apply tremendous force with your clamps because this will drive too much glue from the joint. Just firmly tighten them and set the assembly aside.

If a proper amount of glue has been spread and a proper amount of force used to tighten the clamps, you should see small beads of glue squeezing out of both sides of the joint.

To remove this squeeze-out, allow it to set for about 20 minutes, and then use an old chisel or putty knife to scrape off the excess.

Some people recommend wiping the excess glue off with a damp rag, but this technique should be avoided because it can force glue into the surrounding wood pores–especially with open-grain woods.

Unfortunately, this glue will not be apparent until you apply the finish, when it's too late to do anything easily to fix it.

Finally, all glues must be allowed sufficient time to set and dry before you remove the clamps. Yellow glue should be allowed to set for at least an hour.

A full cure with most glues takes at least 24 hours; so don't disturb the assembly until this time has passed, and in any event make sure that no stress is applied to the joint before a full cure is achieved

FUN T-SHIRTS

We have enjoyed seeing some interesting T-shirs over the years, we actually have a rule against wearing offensive garments at the Waverley Shed. It is hoped that seeing more of these will so offend you as to send us some more!!.