

Scuttlebutt

August 2017



Sateen, an 18 foot David Payne snapper boat, caught in the morning sun on the banks of the Darling River at Wentworth in July. *Sateen* was participating in the Junction Rally, held every 3 years at the confluence of the Murray and Darling Rivers. Built by Steve Hall, he was one of nine nominations for the Hal Harpur Award in 2006.

Photograph by Terry Lance



President's Report

Jon Bell

July was a pretty quiet month, albeit with lots of "behind the scenes" activity but nothing concrete to show for much of it. Malcolm Boyd is to be congratulated on publishing the first eNewsletter, and for taking on the editorial task for subsequent editions, at least for the foreseeable future, on top of his Treasurer's role. The raison d'être and content of the eNews, viz a viz Scuttlebutt and the website, is a developing policy and feedback is encouraged. If you did not receive a copy it means we don't have a valid email address for you. Whilst this is not a condition of membership and we will endeavour to keep open all existing lines of communication, rising costs and the tide of technology will inevitably mean that we come to rely more and more on digital methods (We have already received one membership application with the question pencilled in "What's a cheque?!"). Can I therefore encourage you all to consider ways to tap into the on-line world, even if it's just getting a fellow member or sympathetic neighbour to print out relevant messages and slip them under the front door? Not urgent, but the day will come ...

At the July meeting, Dave Giddings completed his two-part expose of all that can and inevitably will go wrong with your marine diesel engine if you don't take care of it. He included some troubleshooting charts and has kindly agreed to let us publish them in future editions of Scuttlebutt as space permits and/or via the web or eNews (see above ...). Thanks Dave.


We occasionally have an informal chat with regular attendees as part of our "getting to know you" series, and last month Tom Hughes kindly agreed to be interviewed. Tom told us of his early life and numerous years with NSW Ferries, and his current ownership and restoration of the Trawler *Lyndenne*. Tom has also been associated with *Ena* and spoke at an earlier meeting of the passage from Melbourne to Sydney.

Tom then guided the Ask Someone Who Knows session, including this question from Ross Marchant "How to find Teredo worms in your wood-work?" A bit of cross-examination changed the question to "who cares where they are, how do you stop them eating your boat?" and a lively discussion ensued. Most solutions centred on changing the environment around the worms, such as moving the vessel to fresh water or surrounding with a bag and either allowing the rain to have the same effect or helping it along with a judicious dose of chlorine.

Alan Williams asked how to stop plane irons going rusty (a common problem in tool sheds near the water), with liberal use of oil being the accepted wisdom. CRC Long Life was recommended by Tom, and definitely not WD 40 (Water Dispersant version 40, after which they apparently stopped trying...).

The Raffle prizes were won by Ross Marchant and Les Crocker.

The next meeting on August 8th will be addressed by Paul Lawrence and friends from the Pyrmont Heritage Boating Club; I believe a couple of their boats appeared in the Australia Day Eat Lamb advert on TV.



**The Wooden Boat Association
of NSW Inc.**

www.wbansw.asn.au

**Meets at the Gladesville Bowling and Sports Club,
the 2nd Tuesday of every month at 7:30 pm**



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**Nominations for the Hal Harpur Award
close on September 30**

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THE PEARL LUGGERS OF BROOME

photographs and text by Rob Hardy



Rob Hardy recently took a trip to Broome to purchase a pearl necklace for his wife. He took some time to look at boats.

Mention Broome and the immediate thought turns to pearling and the traditional pearl luggers (or to some the tourist mecca of Cable Beach!).

Walk along one of the main streets of Broome and you will see shop after shop on both sides selling high quality (and priced) pearls. To one interested in wooden boats, the image of a fleet of traditional pearl luggers being moored off the town would spring to mind.

The pearling lugger was a gaff rigged or lug-sail rigged ketch, hence the name Lugger. The working vessels were 36 to 40 feet in length and many were built in Fremantle.

A wooden vessel, the internal frames were made from local timber, Cajeput (Melaleuca). The hull was planked in jarrah and the spars from Oregon (for its lineal strength). The decking was often imported teak or beech.

At the turn of the century, there were over 400 pearling luggers registered in Broome. In the lay-up (cyclone) season, the luggers were moored in Roebuck Bay (off Broome) and it was said that you could jump from lugger to lugger all the way from Dampier Creek (Dampier Creek runs into Roebuck Bay and forms the waterfront for the township of Broome, at high tide at least!) to Town Beach without having to put your feet on the ground.

Every summer, the black typhoon clouds would signal the onset of the cyclone season when storms came spinning down from the Arafura Sea into the Indian Ocean. These tropical furies would last from Christmas to March, however the occasional one was known to appear in unseasonal hot weather as early as November or as late as April. The early pearling fleets suffered severely from the effects of the cyclones. In those days of sail powered luggers without radios and with no system of advanced



warnings, pearlers were at their most vulnerable. In April 1887, the fleet working the Eighty Mile Beach (to the south of Broome) was caught by a late cyclone and 18 luggers and motherships were lost and 140 men died. The town's most severe cyclone was in November 1910. Another 26 luggers were sunk and 40 lives lost.

So, where are all these luggers now? During WW2, rather than risk them falling into enemy hands, the government burnt many of them. Today, sadly, the only apparent examples are those on display as exhibits ashore. Readers of Scuttlebutt may recall mention of one on display in the Darwin Maritime Museum (Scuttlebutt August 2016). In Broome, at the Pearl Luggers Museum in Dampier Terrace, on the waterfront to Dampier Creek, there are two pearl luggers on static display, the *Sam Male* and the *DMcD*. Neither are able to return to the water. *Sam Male* presents well, as it has recently been painted, however *DMcD* is in rather poor shape and requires a lot of work.

The *Sam Male* was first built for Streeter and Male and Co. It then became a part of the Pearls Proprietary Limited fleet, fishing Mother of Pearl shell and collecting live shell for its cultured pearl farms at Kuri Bay.

The vessel was acquired by the Shire of Broome in 1977, and was refitted and placed on display in Chinatown (an area in Broome town), before being moved to the Sam Male Oval. Exposure to the harsh conditions caused deterioration and by 1990 the boat was in need of urgent repair.

The vessel was taken to the old Streeter and Male boatshed for restoration.



In the late 1990's, the *Sam Male* was put up for tender by the Broome Shire, and the Arrow Pearl Company, the founders of the Pearl Luggers project, were the successful bidders. It now forms the centrepiece of the historic display.

The Museum is of interest to visit with lots of pearling industry memorabilia and talks given on a regular basis throughout the day.



Nancy of the Undertow

*I ad written her a letter which I had for want of better
Knowledge sent to where I met her down the south coast years ago.
She was sailing when I knew her so I sent the letter to her,
Just on spec, addressed as follows, 'Nancy of the Undertow'.*

*And an answer came directed in a writing unexpected,
(And I think the same was written with a thumbnail dipped in tar).
Twas her sailing mate who wrote it and verbatim I will quote it:
'Nancy's gone to Tassie sailing and we don't know where she are.'*

*In my wild erratic fancy visions come to me of Nancy
Gone a-sailing down the forties where the roaring trade winds blow;
As the sails are quietly straining, Nancy leans against the railing,
For the sailors life has pleasures that us townsfolk never know.*

*And the sea has friends to meet her, and their kindly voices greet her
In the murmur of the breezes and the sails upon the yards,
And she sees the vision splendid of the deep blue seas extended,
And at night the wond'rous glory of the everlasting stars.*

*But in place of roaring oceans, all I hear are fiendish motions
Of the tramways and the buses making hurry down the street,
And the language uninviting, of the inter-office fighting,
Coming fitfully and faintly through the walls about my feet.*

*So I somehow rather fancy that I'd like to change with Nancy,
Like to take a turn at sailing where the trade winds come and go,
While she faced the daily muddle of the bureaucratic puddle -
But I doubt she'd suit the office, 'Nancy of the Undertow'.*

Inspired and adapted from Banjo Patterson's "Clancy of the Overflow" and dedicated to the unique and diverse crew of the James Craig to whom it was presented en-route to Hobart for the Australian Wooden Boat Festival.

Malcolm Boyd, January 2017
Drawings by Quirky





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(02) 9545 2584

theboatshedatworonora.com.au

info@theboatshedatworonora.com.au

WoronoraBoatshed

Café and Boat Hire

Proprietors and hosts
Jonathan and Jane Bell

Looking for a challenge ?

Peter Widders writes

My brother-in-law picked up this tool from the ACT recycle centre. It took us a while to work out what it was.

Can you identify this tool name and use ?

First correct reply to: secretary@wbansw.asn.au or if you don't have email, try his mobile 0481 583 794.

The first correct answer will win a pick from the raffle table at the August General Meeting .



MERCHANDISE SURVEY

From time to time members have requested particular clothing or merchandise, whether it be colour, size or even an item that doesn't appear in our advertisement on the back page. Members with particular requests should talk to a committee member to see if we can assist.

The plan adopted at the June meeting was that the committee would look at feedback from this survey to see if some items could be added to the merchandise range.

For example, you may desire socks, one red the other green with the WBA logo suitably emblazoned on the ankle.

COCK-A-HOOP REGATTA

Friday 13 October



Email from Julian (Jolly) Day FACTA MACS Snr CP

Founder & CEO

Consensus Group

Mobile: +61 413 309 056

www.consensus.com.au

We are now keen to sign boats up. From discussions this is probably 5-6 boats from WBA. Can you please now facilitate this as we do not have the contact details of those that may be interested? I know Dave Giddings himself agreed at the meeting.

Insurance – As discussed at the presentation if boats do not have their own insurance, The Rotary Club of Drummoyne will ensure the boats are insured for the day. One of our committee members is talking to two brokers about this. Rest assured

we will have the cover in place and provide a copy to all of those concerned. Please note that on the Entry Form we ask the question as to whether the boat does have its own cover or not.

Spectator Boats – The more spectator boats the better. It is another source of raising funds for the charities we are supporting. Again, we don't have contact details of those that spoke on the night, so can you please provide their details?

Tender craft – We will need 4-5 tender boats to be available in the afternoon to ferry crew from their boats to the Sailing Club for the lunch and Skippers/Safety Briefing, then ferry them back to the boats for the sailing. Also after the sailing, again back to the Club and after dinner back to the boats. If you know of anyone that can volunteer their tenders, please let me know.

Are You Looking for:

- Copper Boat Nails

- Silicon Bronze

- Nails

- Screws

- Fasteners

- Oakum & Caulk Cotton

- Bronze Boat Fittings

- Jeffries Marine Glue

- WOT ROT Repair System

We have them all available

Quality items from NZ, UK & USA

DRIVE Marine Services

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Bote-Cote@optusnet.com.au

BoatCraftNSW.com.au



THE CAIRNS REPORT

from Chris & Gilli Dicker

We have just returned aboard after sundowners on the little sand cay near Vlassof reef. The waves were starting to engulf the whole cay and I felt like the last rat to leave a sinking ship. We have had sundowners here in the past where we have been knee deep in water and chasing the dinghy around to get at our cheese and bickies. On these big tides at the moment you really do get the notion that you are anchored on the middle of the sea, the nearest land being 20 miles away.

I suppose we are doing many things for the last time, at least up here in the tropics. A little late, the good dry weather has finally arrived and the winter sun pours down like honey moderated by the south east trade wind, the water a refreshing 23 degrees. No long pants, no shoes, very rarely a jumper but it does get hot and humid. The humidity sucks the energy out of you. We are outside people and strangers to air conditioning. Other people in the marina wonder how we could possibly cope without air con but I think we have adapted quite well. I do appreciate there are precious people that will not tolerate a little discomfort and why should they.

At last I can talk about wooden boats and even wooden or classic boat festivals. This one is a long way from here at Paynesville Victoria. It will be

Editor's note

Chris didn't have any photographs to send this month, so I grabbed these from my files.



The rear deck of Westwind before restoration. Chris 'found' his vessel still afloat in Port Stevens. It was then sailed to Taren Point for restoration. After 8 years, he and Gilli ultimately headed north. Since then they have sailed her twice to Hobart, including a Tasmanian circumnavigation, a couple of passages to the Louisiades and numerous short trips to the outlying reefs and islands.



held in very early March 2018. Coincidentally we are leaving the tropics after almost 8 years and moving to a locality just near there, in fact we have bought a bit of ground and hope to build a cabin and a shed and I suppose sort of swallow the anchor. This is the second Paynesville festival and even since we have visited there the interest has been phenomenal. Paynesville is a town of 4000 souls with one pub and an IGA. The entrance to the Gippsland Lakes is through a narrow passage over a bar at Lakes Entrance but all manner of boats are coming from everywhere, including the Lady Nelson from Hobart. I can only imagine it will be Lake Macquarie multiplied by about 10. I only mean in festival size. The atmosphere, the flavour, the community spirit, I am sure will be the same. Mark it on your calendar.

FOR SALE

Antares a 52 ft wooden Flybridge, Bridgedeck Gentlemans Cruiser



Carvel planked, 9 berths in 3 cabins with separate well equipped galley, dining area, heads & shower. Powered by twin 215 HP V8 Cummins diesels with only 1000 hours on each engine. Built in Mayfield, (Newcastle) to Naval Architect Roux design. \$285,000. Well over \$1 million to replace. Contact Ken 0416 048 600

FOR SALE



Thara – 1948 Alan Payne Classic sloop

34' LOA 8' Beam 6' draught

Lovingly restored in racing condition.

Nanni 3 cylinder diesel

Good sail inventory

New sheathed deck 2016 plus skylight fitted

Raced with SASC in Div 1 – good record

reduced to **\$39,000**

Rob Landis

0414 741 725



Based on a series of highly popular articles written for Classic Boat Magazine, this witty collection recalls some of the incidents the author has survived in over half a century of messing about in boats.



Most sailors will find something to relate to in these escapades from around the world and they will bring a wry smile to any boaters lips. The author's wonderfully witty cartoons help bring these anecdotes to life. All these stories are true so WBA member Alan Williams writes under a pen name so that his architectural clients do not think they are entrusting their work to a seagoing Mr Bean. Copies are available from Boat Books in Crows Nest at \$24.95 or less on Amazon. WBA members can get copies from Alan at meetings for \$ 20.



BUY SWAP and SELL

WBA members may place a non-commercial ad free of charge if the member's name and phone no. appear. Non-members are charged \$20 for a text ad (maximum 25 words). \$30 with a picture. Ads will run for two issues, member's ads longer if you ask for an extension. Submissions close on the 21st of each month. NOTE: Items for free, No Charge. Contact the Editor, see page 2 for details.

FOR SALE

This 1950s vintage, delightfully restored (2002-2010), 28 foot carvel, full keel, gaff rigged vessel *Crackerjack* featured in *Scuttlebutt*. Designed by Bailey. Tan sails, Nanni 28hp shaft drive. Rebuilt



using keel section as base with spotted gum, new fasteners and stringers. New mast, rigging and



sails, solar panel, three batteries. Marine cork deck, interior varnished Oregon, anchor winch, enclosed shower, hot water, electric toilet, fridge, chart plotter and lots more. Moored Pittwater. Reluctant sale, **\$15,000 ONO**. Any inspection welcome. Contact Tim Barlass 0407 763 467

FOR SALE

RF111 red buoy - \$15 Wavebar Flexible Noise Barrier - Sheeting (heavy). 1m wide by 4m long approx - **Free**



Peter Widders 0481 583 794

FOR SALE

5.4 m Aleutisque Kayak designed by Nick Schade. \$2250 ono.



Contact: Rick Symons 0418 418 028

FOR SALE

Free Spirit Australian Registered Vessel 35585
\$70,000 neg.



A classic 35ft Cutter Rigged Sloop lying on a RANSA mooring in Rushcutters Bay Sydney.

Free Spirit is a custom built Tasmanian timber yacht launched in 1969 and her owners have lovingly cared for her for 19 years.

Length 35 ft. (10.66m) Beam 3.04m Draft 2m Full length keel. Tiller steering.

Carvel planked and splined with King Billy Pine. Dynel Sheathed timber deck with Treadmaster non skid pads all over.

Sails Doyle Mainsail (2 reefing points) furling headsail on a Furlex system.

Inner Forestay for self-tacking cutter sails (one large one small sail)

Other sails include: Trysail (separate track on mast) Loose footed Mistress Headsail.

Boom has a full mainsail held up with jack lines including built in sun awnings.

Winches: 1 each side of mast: 1 on the boom: 4 in the cockpit self-tailing.

Anchor Muir HR2500 Cheetah electric 12v power winch.

Volvo 4 cyl. Diesel 45 hp. Fuel capacity 160 L.

In 2003 she was sailed to Hobart for the Wooden Boat Festival and has sailed frequently from Sydney harbour to Pittwater and beyond.

For further info. Please contact David Marshall 0408 256 132 dmarsh73@bigpond.com

FOR SALE

3 metre clinker wooden dinghy.



Needs finishing touches. \$1250 Ono. Contact Geoff Harland in Newcastle on 0409 125 238. email gandharland@gmail.com

FOR SALE

Brand new, strip planked with Huon Pine , sailing dinghy. New Rolly Tasker sail, oars, 2 watertight lockers, etc etc. **Price: \$3200.**

For more info phone: John Wagemans, 0415 031 064. See pics also in other parts of *Scuttlebutt* as well as here.



FOR SALE

Scruffie Stornaway Weekender *Fait Accompli* an 18 ft Yawl Designed by Derek Ellard completed January 2017



LOA 21', Beam 6' 6" , Draught 1' 6", Ballast 96Kg in skeg keel (no centre plate housing), a large cockpit and no boom make for a very comfortable boat.

Timber construction with all components coated in epoxy. Professionally painted hull over fibreglass sheathing. Silky oak trim, with brightwork finished with marine varnish. Douglas Fir mast and Spars.

Full set of tan sails (main, mizzen, genoa & jib), all new s/s rigging, sheets and Ronstan fittings. Imported Italian Ports.

Complete with a 2hp 24V electric motor, 2no.100Amp hour batteries and 24V charger, boat cover and custom built Felk Road Trailer.

The boat was constructed from a kit supplied by the designer and is stored under cover. Building was commenced in December 2008 and completed in January 2017 as a project, in between overseas trips for personal reasons. The owner is leaving Australia to live in the UK in July and would like the vessel to go to an appreciative home. Asking price is **\$22,000 ONO** - well below the combined current cost of the hull & mast/sail pack , motor, batteries and trailer. Contact:- Richard Lack on 02 49 433 783, Mobile 0411 133 783, or email dicklack@icloud.com

FOR SALE

Huon Pine yacht. Registration # AFA 171N **\$20,000** ONO

LOA 35 ft LOD 31 ft Beam 9 ft 2" Draft 5 ft Built in Tasmania circa 1977

Construction: Huon Pine, hardwood ribs at 200mm centres, copper fastened & roved.

Lead external ballast - some internal ballast. Huon Pine cabin. Plywood deck overlaid with Oregon, (possibly King Billy Pine). All structural members are oversized for a vessel of this length. She is very strong and well built. SS water and fuel tanks. Engine - a Yanmar 44hp diesel in very good running order.

Aluminium mast and boom, SS rigging, roller furling on forestay. One mainsail, two jibs and one spinnaker. New rope halyards. Two winches on mast, 4 winches in the cockpit.

Electric anchor winch.

For further information contact: Phil Heaney: 0415 718 435 or

email: yachtmanuia@gmail.com



The Watermen's Race at the Balmain Regatta

from Ian Smith

Every year in October at the Balmain Regatta there is a Watermen's Race. Any rowing boat or skiff capable of carrying the weight of a sack of potatoes is eligible to race. Numbers have been dwindling a bit in recent years, and WBANSW member Ian Smith has decided to do something about it. Having run the Sydney Wooden Boat School for many years in the 1990's Ian is trying to contact as many people as possible that built a rowing skiff or bought plans through the School. He's found several already, but there are more out there. Anyone else with a rowing boat or skiff is welcome also. The boats can be



Competitors warming up for the Watermen's Race 2015

MERCHANDISE

A Jacket.....\$75	E Polo (black s/s)\$30
C WBA Cap\$15	F Polo (white l/s)\$38
C Vest.....\$50	G Stubby holder.....\$12
D AWB book.....\$20	H Burgee (sm/lg) ... \$20/\$25

rowed by one or two people, possibly even more if you've got a butcher boat!

Contact Ian on 0412 039 589

This year's race is on the morning of Sunday 29 October, so start training now!

— — ON THE HORIZON — —

THIS YEAR 2017

August 8th

August 14th

September 12th

September 30th

October 8th

October 10th

October 13th

October 16th

October 29

November 4th & 5th

November 10th - 12th

November 14th

November 20th

November 26th

December 12th

NEXT YEAR 2018

January 9th

February 13th

February 18

April 13 to 15

WBA Meeting, Gladesville. Guest speaker, Pyrmont Heritage Boating Club

Committee Meeting

WBA Meeting, Gladesville

Hal Harpur Award - nominations close

Sydney Amateur Sailing Club - Gaffers Day

WBA Meeting, Ian Smith, the Open Boat

Drummoyne Sailing Club, Cock-A-Hoop Regatta

Committee Meeting

Balmain Regatta

Royal Motor Yacht Club Timber Boat Festival

Jervis Bay Maritime Museum, Classic-Wooden-Model Boat Festival. Contact: Stan Brown 0438 952 136

WBA Meeting

Committee Meeting

Quarantine Reserve + Wood Workers Association.

Hal Harpur Award Evening

WBA Meeting, Gladesville Bowling & Sports Club,

WBA Meeting, Gladesville Bowling & Sports Club

Boatfest 2018, Rathmines Memorial Park, Lake Macquarie

ANMM Classic & Wooden Boat Festival, Darling Harbour and Cockle Bay