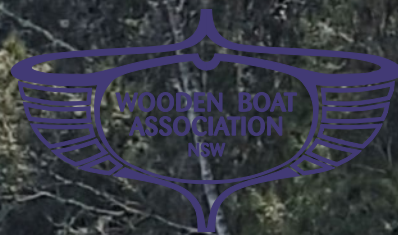


Scuttlebutt

December 2017



Chris & George Gear in their 1932 clinker putt putt, 'Melkirdan'. The Steam Boat Association had a weekend in the Manning valley in early October. The photo was taken on the Dawson River and depicts, as Terry Lance commented at the time, "two people having more fun in a boat than I've seen in a long time". We all enjoyed the weekend, but these two seemed to 'take the prize'.

Photograph by Jan Lance



President's Report

Jon Bell

October's meeting was again well attended, with over 70 members and guests coming along to catch up with friends old and new, to listen and learn and, of course, to hear our guest speaker Ian Smith talking about the history of the "18 footers" as documented in his book *The Open Boat*.

Visitors included Carl Ryves who was a near medal-winner (4th) at the 1968 Mexico Olympics in the Flying Dutchman class and is still very active in and around boats. Carl sailed with Ben Lexcen in *Taipan* in an early race against traditional 18s and reached the first mark 7 minutes ahead; he later recalled in an interview "they (the spectators) threw tomatoes at us in disgust at ruining the betting!"

Another visitor (I confess I did not catch his name) told us he had reduced David Payne's 14' putt-putt design by "about a foot" and was planning to power it with a 16hp diesel. Most of the ensuing discussion was about how many cylinders were required to make the vibration manageable. If anyone has his contact details please pass them on.

Ian Smith reported briefly on Gaffers Day, held on October 8th, with over 90 boats participating including 23 Couta Boats trucked in from interstate en route to Avalon. A fantastic effort on everybody's part and a great celebration of classic sailing.

Malcolm Boyd led the **Ask Someone Who Knows** session, with the first question being "Help, I've snapped a drill bit off inside a boat timber; will I regret it later if I leave it there?". Peter Gossell assured him that a surprising number of Halvorsens had similar "unintentional fasteners". Grind out any protruding metal, seal with epoxy and forget about it, was his advice and judging by the number of nodding heads it happens in other boating workshops too. Welcome to the club!

The Instant Auction in September obviously tempted a number of people to go garage clearing and lots this month included Captain Cook's GPS unit (or similar vintage), Peter Widders' orange buoy (with optional can of yellow paint), an engine exhaust thermometer, a box of assorted stainless mast fittings, a length of SS rod and lastly but by no means least, from the author of *Foul Bottoms* no less, a porta potty in (nearly) unused condition. Bidding was fast, furious and chaotic; payment by honour system and if the original owners got anything left after the usurious WBA commission they did well. Thanks to all the donators, bidders and purchasers, including the



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The OPEN BOAT

The Australian's Wooden
Origin, Evolution and Construction



aforementioned Carl who kindly bid \$10 on something he didn't want to keep. The excitement just keeps building! However, to keep things in perspective please remember we have a nominal limit of 5 items per meeting and, if an item is cumbersome, a photo may suffice. An interesting back-story instantly doubles the value of any item.

Our guest speaker Ian Hugh Smith was no stranger to many members but for the benefit of others we had a brief Q&A session to explore his conversion from geography student to wooden boat builder and the history of his book *The Open Boat*. It seems that there are a number of books documenting the sailing clubs and personalities of the era, but few, if any, that focus on the boats themselves.

Ian then proceeded to demonstrate exactly how well he knows his subject, with a 55 minute, 170 slide-fest of information, technical explanation and glorious photographs delivered with such fluidity he barely paused for breath yet kept the audience entranced. Judging by the number of people rushing to buy a copy of the book (at a generous WBA member discount – thank you, Ian) and to ask questions afterwards, everyone thoroughly enjoyed it. As Ian said "sailing the historic skiffs is more fun than anyone deserves in one day and I intend to keep doing it as long as physically possi-

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Participation in events organized by the Association may involve certain risks which include the possibility of harm or damage to vessels, equipment or persons inherently associated with the perils of the sea or weather. Such risks will require the exercise of the prior judgment of members on behalf of themselves, their guests and invitees whether to commence or continue any particular activity irrespective of information supplied by Association officers.

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ble". Amen to that.

Note that registrations of interest for entering your boat in the ANMM CWBF close on Nov 15th, after which the organisers will determine how much space (if any) would be left if all subsequent invitations were accepted and how many (if any) late entrants can be accommodated. So do everyone a favour and register before Nov 15, but don't not register after the due date has passed; waiting lists are also useful. Don't forget, non-floating boats are also needed and smaller boats are more easily displayed at eye level. Even a classic boat at the start of its restoration journey would be of interest.

I'm also looking for volunteers to support the organising team as we move into the detailed preparation phase. Anyone with event or project management skills, or can pick up a phone and make a confirmation call, and is able to spare a few hours a fortnight, please get in touch. You may not have a boat to show, but there's many other ways to make a contribution and be part of the event, not just a visitor. Later on we will be asking for volunteers to be on hand during the event itself, both as event guides for the public and/or to man the WBA tent.

Still on the call for help, we're not only looking for a Quick & Dirty team or two, but also anyone to help with the organisation beforehand and/or on the day(s). You don't even have to know how to build a boat, just how to get things done.

Imagine a conversation sometime after March next year ... "Maate, did you go to that great wooden boat festival in Darling Harbour a few weeks ago?". "Go, Mate? Nah, We wuz in it".

Make it happen.

The Balmain Regatta was held on October 29th, attended by several WBA members primarily interested in the Waterman's Race. Prior to the race I had the pleasure of a row in Ian Smith's 1993 13ft replica of a Sydney waterman's boat; choppy conditions compared to the Woronora but definitely motivation to finish my own skiff.



Seven starters, although "start" was a bit of a rough definition along the lines of "it starts when I blow the hooter whether you're there or not" which is normal for yachties but a bit rough on the last to launch (ie Trish Smith and friend).

Entries were:

- Bounty replica longboat (or Jollyboat?) (about 10 in boat, 4 on oars) from Pyrmont Heritage Boating Club
- Orion Alderton's replica waterman (2 up) - PHBC
- Ian Smith's replica waterman (2 up - ladies)
- Dan Blacket – fibreglass skiff, slide seat (1 + collie)
- Greg Widders – Selway Fisher Thames 12 stitch & glue - (1 up)
- Rick - older green dory (1 up)
- Rob – Derwent Raider, built in Tasmania under tuition from Alan Witt – well built and finished - slide seat rower + sailing option (a lot of gear in a small boat!)

The course was not spectator friendly – an up and down leg with two turning marks set straight into the afternoon sun! It was a tight finish between the two smallest, single handed boats, Rick and Greg, which Greg won by virtue of Rick going the wrong way and missing the finish gate. Most surprising performance was the jollyboat, which seemed to flow

effortlessly through the chop and finished in the middle of the fleet. The two-uppers were definitely handicapped by teamwork, or lack thereof, with the ladies maintaining their starting position but with great style.

November 4/5th saw another blustery festival at Pittwater; thanks due to Ross McLean and Sally Ostland for putting up their tent (twice!) and representing the WBA. Hopefully a first-hand report will be found elsewhere in this issue or the next.

Our next meeting is on November 14th, which is our AGM night. At the time of going to press none of the existing committee has indicated he or she will not be standing for re-election, nor has anyone new nominated. Should that change before the meeting a special edition of eNews will be sent out; if you want to know about it, make sure we have an email address for you. Nominations from the floor on the night can only be taken if there is a vacancy with no prior nomination, and an election will only be held if there are more candidates than vacancies (yes, it does happen, in some organisations, apparently ...).

Entertainment for the evening will be a nautically-themed trivia quiz and/or a selection of short films on different aspects of boat building.

December's meeting, on the 12th, is of course the Hal Harpur Award night. We have had a good roll-up of nominations and I don't envy the judges their task. The night is also our Christmas dinner night with tickets priced at \$26 each; tickets need to be ordered and paid for no later than the 5th December, please. Payment by direct deposit to our ANZ account 012010 109553629 (with suitable annotation and remittance advice to treasurer@wbansw.asn.au for reconciliation), by cheque or cash to Malcolm (if sending cheques by post please post early and also advise Malcolm by phone or email so any no-shows can be followed up). We can also take card payments at the November meeting or call me on 9545 2584 during business hours for a MOTO transaction. A 50c fee applies to all card payments to offset transaction costs.

Dinner will be served in a sectioned-off area of the bistro, with the judges' review and presentation being held in the usual meeting room. Normal bar service will apply. Non-ticketholders are welcome to purchase their dinner from the bistro as usual and join us in the partitioned area subject to space. Please allow extra time when ordering as, owing to anticipated space constraints, food may not be consumed in the meeting room during the Hal Harpur session.

I look forward to welcoming members and guests to the last two meetings of 2017.

Happy Building (or stripping, sanding, painting, polishing or even, hopefully, boating!)

Postscript: We apologise for the late arrival of Scuttlebutt this month. A lot happens behind the scenes to get each issue to you and it only takes a broken drill bit to really screw up the process.

Rest assured this is not a devious plan by the committee to be re-elected unopposed; if anyone feels unfairly treated by the lack of notification please contact the Returning Officer and lodge a complaint etched in weathered teak, in triplicate.

Finally, after a decade (+) and thousands of Scuttlebutts, George Gear has owned up to declining health and this issue will be the last that he and Christine will offer to fold and stuff your magazine ready for postage. We thank them for their tireless efforts out of the limelight and trust everyone will show their appreciation at future meetings. We will, of course, be seeking a new team (or teams) to fill this essential role, the alternative being a commercial operation.

CRUISING ON THE HAWKESBURY RIVER

November 2017

Boat owners are blessed to have such fine waterways as the Cowan Creek, Berowra Waters and Hawkesbury River systems so close to home. While many boat owners mainly use the area at the weekends, during the week is by far the best time to enjoy this mainly pristine area. We have been lucky to be able to spend many holidays in the area.

A perfect time of the year is in November. The weather is generally fine and warm and the crowds are just not there. We combine attending the Timber Boat Festival at the RMYC Newport with time up the river and have done so now for many years. This year, we invited other WBA members to join us and the plan was to spend some time in the Cowan area before heading up the Hawkesbury so that boats which are restricted by the height of the rail and road bridges could join in.

Initially, there were seven expressions of interest to join, however various things cropped up and we started off with five. There were some concerns with weather. The forecast for after the festival was not too good. However good fortune came along and the weather cleared much earlier than expected.

After another excellent festival which was well supported by 18 WBA members with their boats on display, we headed off on Monday morning after our now traditional Sunday night pizza and red vino dinner at the club. The day dawned bleak with a forecast of worse to come and staying around for three or more days. *Monte Cristo* and *Bimini* set off for Sydney early and decided to make a run for home.

The first night of our cruise was spent in Refuge Bay (wisely!) and the plan for the next few days was discussed by the crews of *Matang*, *Riposte*, *Starlight* and *Athena* over a beer aboard *Matang*. The plan was to head to Berowra Creek Tuesday, picking up some water and supplies from Brooklyn on the way. Work commitments got in the way of *Riposte* staying on, and Martin left us at Brooklyn. We set off for Joe Crafts Bay, arriving in time for a high tide. This enabled us to travel up the creek at the head of the bay in our dinghies to a little beach for a late morning tea. So peaceful, so quiet and the bush was so natural. Marvellous!

The tides for a morning run up the river looked perfect for Wednesday. *Starlight* headed for Pittwater to wait for a break in the weather while *Athena* and *Matang* headed up the river. Wisemans Ferry was reached by lunch time. We were pleased to see two pink courtesy moorings just downstream of the ferry and we picked these up so we could go ashore. Unfortunately, they had been laid too close together to stay overnight (insufficient swing room) and so we anchored around the bend in near perfect conditions. Thursday dawned misty and calm. Sitting in the cockpit with an early morning cuppa, watching the prawn trawlers working was just so pleasant. The McDonald River joins the Hawkesbury at Wisemans Ferry. Water depth in the McDonald is shallow initially and continues for some distance. After breakfast, we decided to

explore the river in our dinghies with outboards. The river valley is quite pretty. The first area of interest is the little riverside settlement of Warmsley Road with all its waterfront properties, after which the river narrows a little before the scene changes to grazing. It is quite possible to travel further up towards St Albans than we did, however we were watching the time for the tide change on the main river.

We waited for the incoming tide change before leaving to help us with the



Starlight and Riposte in Refuge Bay

run upstream to the Colo River. The river view changes just before Wisemans from the banks of mangroves to cleared farming land and lots of waterski parks. There is an enormous park built on the port side upstream of Wisemans which seems to go on for ever. It must be extremely busy at Christmas!

After a number of reaches, the entrance to the Colo River is seen on starboard, just before the Lower Portland vehicle ferry. The water shallows at the entrance and care has to be taken from under the road bridge. Navigational marks guide the channel around a corner, before the river opens up to a long straight. Again we were amazed to find two pink courtesy moorings in the Colo, but this time, an old abandoned yacht was on one and by the look of the mooring rope, it had been there for a very long time.

Athena and *Matang* anchored a bit further upstream in absolute silence apart from the ducks on the river. One bank is natural bush while the opposite is farming land.

The plan for Saturday was to further explore the Colo River upstream. The morning river scene was just so beautiful. Mist over the totally calm river but clear skies above. The only noises were amazing bird calls and the



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Early morning scene in Refuge Bay

distant moo of a lonely cow. A couple of children could be seen taking their dog for a walk in the paddocks. We waited for signs of the turning tide after breakfast before packing our dinghies and heading off. It's a long way as our aim was to reach the Putty Road bridge. There were a couple of smaller reaches and a quite long one. The trip took a couple of hours and was most enjoyable with a great variety of scenery, including farmland, houses built close to the water, old boats tied to the shore, cleared land and dense trees. Water depth varied and towards the end, we had to walk the dinghies through some shallow patches. On reaching the bridge, we pulled the boats up on to a broad sandy beach and found a shady she oak to sit under for our picnic lunch which included fresh Hawkesbury prawns and a glass of vino. Life couldn't get any better. We felt like we were in the true country. Over lunch, some locals came down, stripped off and had a swim in the river. For the return, the river level was higher and the trip quicker. Saturday dinner was roast pork and veges for the four of us aboard *Matang* with the most wonderful river views !

For Sunday, we returned down river to Wisemans Ferry to pick up some supplies and to stay for the night. In town there is a good grocery store, a pub, bowling club and the servo sells fresh prawns, straight from the trawlers. Sunday dinner was aboard *Athena* where Margaret made a most delicious shepherd's pie for dinner.

We were up early next morning to catch the start of the ebb tide to start our run back down the river. The deci-

Kamala is owned by WBA member Terry and Sylvia Winterbottom. Kamala is a 22' Lugger rig yawl built along the lines of a UK fishing smack. Kamala is 21 ft waterline, 6 ft beam and has a displacement of 1.9 tonnes. She is trailerable however is now moored in Pittwater. She was built by Mike Floyd and launched at Careel Bay in 2003. Terry and Sylvia bought Kamala in 2014.

They live up the coast however they regularly sail Kamala and spend a lot of time and holidays just enjoying being on the water. Kamala has now been to three Timber Boat Festivals at the RMYC Newport. Terry has entered Kamala in the ANMM Classic & Wooden Boat Festival in Darling Harbour next year. If you come across Terry and Sylvia, introduce yourself. They are very nice folk.

This photo was taken in Refuge Bay in November 2017.



Athena under way after Wisemans Ferry heading up to Colo River

sion was to head for Berowra Waters. We stopped on the way at Bar Island and anchored off. Into the dinghies and over to the jetty (the tide was quite low by now). Bar Island is an historic site, administered by Hornsby Shire Council who have done an excellent job in building a fine jetty, restoring old grave sites in the cemetery and protecting the historic St Johns Anglican Church, built in 1876. There have been a number of informative signs erected for the assistance of visitors. The old church was damaged by severe storms in 1890 and destroyed by a bushfire in 1937. Only the sandstone fireplace remains. There were about 47 burials on the





Athena in the early morning mist on the Colo River

island. At the top of the island, there is a memorial to two young men who drowned nearby. We enjoyed lunch on Bar Island before heading up



Margaret Heaney, Rob Hardy, Fran Hardy and Dick Branson enjoying the peace and quiet on the shore of the creek running into Yeomans Bay

Berowra Creek where we moored in Deep Bay for the night.

The tide was high again and this enabled us to take the dinghies for an afternoon run up past the vehicle ferry (after stopping for an ice cream at the shop) to the headwaters of Berowra Creek.

Athena departed for Sydney on Wednesday while we continued to enjoy the Cowan Creek area. We stayed a couple of nights in Refuge Bay and caught up with WBA members Terry and Sylvia on *Kamala*. They are most interesting people who have each had an extensive boating life, mainly in Queensland. They now live up the coast and moor *Kamala* in Pittwater. *Kamala* is regularly used.

Matang remained in the Cowan area for another week, before we returned of Church Point to Sydney Harbour, where once again we had a night with *Athena*, this time in Blackwattle Bay.

It was a most enjoyable time away, particularly in the company of other members. In our time away, we were onboard for 24 nights and *Matang* covered 320 nm.

Rob Hardy

Matang

Two new members joined in the last month.

Kenneth "Kim" Murchison of Killara who has a sailing vessel, a 31 ft Swanson Carman, "*Catapult*".

Peter Blanchard of Church Point who has a 14½ ft sailing dinghy.

A welcome to all. We look forward to seeing you at our meetings.



Matang and Athena in Joe Crafts Bay



Matang and Athena at Wisemans Ferry

Hal Harpur Award Night and Christmas Dinner

Join us for the dinner at 6:30pm followed by the Hal Harpur Award presentations from 7:30pm. With a good roll-up of nominations this should be a most interesting night.

Pre-ordered dinner tickets are priced at \$26 each and will need to be ordered and paid for no later than the 5th December.

Payment by direct deposit to our ANZ account 012010 109553629 (with suitable annotation) and remittance advice to treasurer@wbansw.asn.au for reconciliation) or by cheque or cash. Alternatively you can order a la carte from club bistro, in your own time. Please advise if you are attending however.

Important message from the Membership Secretary

Unless you have paid your annual subscription, this will be the last Scuttlebutt you will receive. Included with this mail out is your Membership Card. Should a Membership Card not be in the envelope, your annual subscription has not been received! Contact Ross Andrewartha, Membership Secretary, to clarify if you have any doubts.



THE ULTIMATE CAIRNS REPORT

from Chris & Gilli Dicker

Well, I will just call it that as my last report was the penultimate.

The weather first. Rain interspersed with showers, humidity and temp quite moderate. It was warmer in Hobart than in Cairns today. Be prepared for casualties.

Now, I finally am able to report on a wooden boat with a wooden mast.

Last Sunday I was sailing *Westwind* down to Cairns for her annual haulout. I was on my own as Gilli drove the car down. As the forecast was for gusty south easterlies I left early and motored into it. When I reached the dredged channel into Trinity inlet, which is the main waterway on which Cairns is built I took the wind on my port bow and unfurled the small Genoa. The boat heeled as the sail filled and we started to take off. There was wind and gusty but nothing that I would call exceptional. In the first gust and just as the boat heeled the top of the mast carried away. Well, who has not lost their topmast? It felt almost normal! Luckily the break was



above the top of the headsail so I was even able to furl the sail in despite quite a bit of hanging wreckage. How good is that. I mean none of that stuff effected me because my job was just to antifoul the boat and address a weeping keel bolt and a few little things.

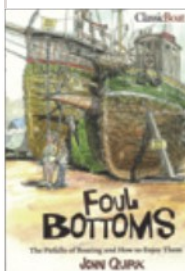


Very early Monday morning we were lifted out and I busied myself with the routine jobs in hand and thought we could even be back in by Friday. I could not believe that the mast was still broken, the jagged stump clear against the cloudy sky.

Time to face reality and at last a chance to use all the skills I have learnt and inherited. The top two metres of mast had split and broken off. I suppose it had had enough, its only wood after all and I cannot blame it. I am fairly sure the mast is original and so it has been up there for 80 years. The Oregon it is made from is truly exquisite, The tree must have been hundreds of years old. The crane arrived early Tuesday morning and it was a matter of 20 minutes before the mast was laying on four Bunnings trestles ready for the operation. The jagged edges were trimmed up and a long (1.4 metre) scarp was planed on either side of the break. Luckily I had some good oregon to make the graving piece from, which took some time as the fit had to be perfect. The split was opened up and a thin epoxy glue mix was worked well into the area. The gravo was then glued and clamped and left overnight to cure. This was then planed fair much to the wonderment of the increasing audience as one had to look closely to see the joint. A pity then to wrap it up with two layers of 450 gram double bias fibre-glass. Well, the mast came very close to being replaced with aluminium. *Westwind's* mast is very fine grained Oregon and almost solid. It is very heavy and adds a great deal to the top hamper of the boat. This coupled with the ballast being attached to the very bottom of the keel two metres down has us rolling our gunnels under in a following sea.

Apart from the mast I was surprised how little there was to do to the boat especially as she has done a Hobart trip since our last haulout. There has been a weeping keel bolt for some time, which was possibly getting worse. The cabin sole was removed and I readied myself to chop out the floor that the keel bolt passes through. Luckily, before I did this I exposed the nut under the ballast keel, which is solid lead for the full length. The keel bolts are one inch copper with bronze nuts both of which are far higher on the scale of nobility to the lead. In short the lead is being slowly eaten away by

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.



**CLASSIC & WOODEN
BOAT FESTIVAL**

Fri 13 - Sun 15 April
FREE ENTRY



the copper. This had allowed water to seep up between the hole and the bolt. I simply cleaned the area up thoroughly and squeezed a good amount of fixtech (goo) into the aperture. Now we are bone dry again.

Two days after relaunching we entered into our last race in the far north. This is a yearly event to raise money for good causes. This one was for Young animal protection society, YAPS. We gave *Westwind* a good workout beating back to the finish line against the 18 knot breeze and I am happy to report that everything has held up. This week I have been loading the boat up with whatever junk we have left in our storage including Huon pine and ebony logs. The ebony could easily be used for ballast. We brought it back from our last trip to PNG. She is well down on her Plimsol line and we have not even loaded the grog yet. About the 11th of December we leave for a new life in East Gippsland.

We wish everyone a safe and happy Christmas

RMYC Newport - Timber Boat Festival, 3rd, 4th & 5th November - WBA Report

Story by Ross McLean, Pics from Rob Hardy



The Timber boat festival can be described in two words ... wet & friendly.

It seemed to me that it only stopped raining so the weather gods could catch their breath before dropping more water on us. At one point, I believe, many of the boats had more water in them and on them, than was under them. That was certainly the case for those of us with boats on shore.

Jason, the RMYC's dock master, commented that he enjoys the festival each year, because of the friendly attitude and assistance he receives from the various boat owners. 'Everyone pitches in and helps,' he said, 'and that makes my job so much easier ... you guys are great to work with.'

The same friendly, helpful attitude continued for the remainder of the



weekend's festival. When a tent collapsed, or was damaged, folk came to help. When a boat needed assistance, folk came to help. At the evening's events, everyone was on the same page, with a warmth and friendliness that occasionally brought the sun out from behind the clouds to produce some excellent sunsets.

There were of course, a good number of WBA members there with their boats from as far afield as Port Hacking.

In the WBA tent, even with two stout walls, and in the lee of the ice machine, things were anything but dry on occasions, especially on Sunday, as several tent struts had broken, making it almost impossible to stay completely dry inside the enclosed space of it.



Carol Hughes (Lydenne) and Sally Ostlund (Buccaneer) enjoying the festival welcome drinks.

We signed up 2 new members and sold some souvenirs, but with the weather keeping the public away, it was a slow wet affair. My thanks to Sally Ostlund and Stephen Bochner for assisting at the tent. And to all the Newport RMYC staff for their assistance during the festival.

On the plus side, even though my tent was badly damaged, I managed to find a scrapped tent frame, and replace the three broken and two bent members with good condition, straight ones. So, the tent lives on to fight another squall.

Unfortunately, I missed the presentations, so cannot report on that, but can certainly say, that even with the weather gods against us all, the RMYC's Timber Boat Division put on, yet again, a festival loaded with good old-fashioned friendship and hospitality.

Which is why I and others on the steering committee for the 2018 /2020 Classic and Wooden Boat Festival in Sydney at the ANMM have always urged the ANMM members of that committee to go to Pittwater in November and Toronto in Lake Macquarie at Easter, to see first-hand, proper festivals, and good, home grown hospitality.



Thank you to the members who came, with or without boats, and than-kyou RMYC until next year, when I hope we all may return once more.

Rossco



Peter and Lee Kershaw (Utiekah II)



No idea who the mob is in this photo are - all look a little shonky



Cathy Harcus (Omrah) with Sylvia Winterbottom (Kamala)



Martin Harding (Riposte) and Terry Winterbottom (Kamala)

SLOW BOATING IN BRITAIN: THE VOYAGE OF THE "ALEXANDRA"

Authors: Sandra & Stephen Bochner, Cygnet



In 2010 WBA members Stephen and Sandra Bochner went on a fortnight's Narrow Boat cruise through one of the British Canals. They have now written a book about their adventure. The book is more than just a travelogue or a "how to" practical guide for intending holiday makers. The authors blended into the narrative some of the significant social, cultural and historical features of the region they criss-crossed. The book should appeal to readers who have a general interest in canals and waterways; those attracted to 'safe' adventure holidays, particularly people who, irrespective of their nationality, might be contemplating a boating excursion on the British canals; and "arm chair" travellers intrigued by a fairly unusual journey through the unspoiled Midlands region of England replete with historical significance.

Slow Boating consists of a Table of Contents, eight Chapters, an Index and a Bibliography. The book is liberally illustrated with colour photographs of the scenes described in the text; a paperback, and contains 200 pages. The book is on sale at various nautical shops and also available posted to WBA members by mail order for \$25. Anyone wishing further information about *Slow Boating* contact Stephen by email (s.bochner@unsw.edu.au).



Ross (Buccaneer) and Rob (Matang) at the welcome drinks function

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

Thara – 1948 Alan Payne Classic sloop



34' LOA 8' Beam
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



FREE

Wavebar Flexible Noise Barrier - Sheeting (heavy).
1m wide by 4m long approx -
Peter Widders 0481 583 794
pwidders@yahoo.com.au



David Payne 17ft Sea Kayak. Stitch and glue construction. Retractable skeg and timber double paddle.

Fast, stable craft : suit beginner or experienced paddler.

\$650 ono **Peter Widders** 0481 583 794
pwidders@yahoo.com.au

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

3 metre clinker wooden dinghy



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

Are You Looking for:

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DOWN MEMORY CREEK

FROM QUIRKY

I inherited an 80 year old book in Kenya called The Yachtsman's Weekend Book. It is full of pre war maintenance and other useful tips.

I like the bit about Sail Barking to dye your sails the rich tan of working sails in those days .

Put into a cauldron 1 hundredweight of oak branches, 1 hundredweight of spent bark from a tannery and 100 gallons of water and boil until reduced to 80 gallons. Strain off all foreign matter and then immerse sails totally in the liquor, boiling them in it for three or four hours. Then allow cauldron and contents to cool; when cold, hang up the sails to dry without wringing them.

Now where would you get a cauldron of this size?



MERCHANDISE

| | |
|----------------------------|---------------------------------------|
| A Jacket.....\$75 | E Polo (black s/s)\$30 |
| B 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 |

SLUMGULLION

Fish offal, (and refuse), and blubber. Often used derisively to describe the cook's stew.

from Nick Lawther

— — ON THE HORIZON — —

THIS YEAR 2017

December 12th

NEXT YEAR 2018

January 9th

January 15th

February 13th

February 13th

February 18

March 13th

April 13 to 15

Hal Harpur Award Evening

WBA Meeting, Gladesville Bowling & Sports Club,
Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club
Committee Meeting

Boatfest 2018, Rathmines Memorial Park, Lake Macquarie

WBA Meeting, Gladesville Bowling & Sports Club,

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

