

Scuttlebutt

July 2017



The *Enterprize* at The Australian Wooden Boat Festival, Hobart 2017,
the replica of John Pascoe Fawkner's Schooner - the ship that sailed from Van Diemen's Land
(Tasmania) in 1835 with the first permanent white settlers that started what has become the City of
Melbourne.

Photograph by Terry Lance



President's Report

Jon Bell

The Association was represented at the Working with Wood Show over the last weekend in June at Olympic Park. Ross McLean was again the principal organiser, supported by a number of members who provided boats and small and fielded questions from the many visitors. As usual, the model boats attracted more attention than the real things but overall it was an impressive stand and Ross is to be congratulated on attracting seven new members and one late renewal as well as selling a number of boat books and other merchandise. Thanks Ross.

The WwW show was the first opportunity to use our new Square Reader in earnest. This device plugs into a mobile phone and allows us to take credit card payments directly into the WBA bank, which is very useful with a hesitant customer who might otherwise plead the need to get to an ATM. It may also prove useful for membership renewals and event tickets and the committee is working through any issues that might arise with our renewals process in terms of traceability, costs, etc.

Our guest speaker last month was Dave Giddings, ex-RAN artificer (and continuing consultant to his ex-employer), WBA NSW and RANSA member and well-known owner/operator of Drive Marine. Dave regularly gives in-depth technical seminars to RANSA and other organisations and had originally offered to give us a cut-down version of his talk on marine diesel engine maintenance. The opportunity arose to present a less cut-down version over two sessions and at the June meeting Dave covered the main components of a marine diesel system. As this was liberally sprinkled with anecdotes from his Navy days on fast patrol boats and examples (some first-hand, no doubt) of what can go wrong, it was an educational and entertaining presentation. Many thanks Dave, and we look forward to Part 2 in July.

Ask Someone Who Knows was introduced by Peter Smith, with antifouling being the main topic. Peter Thomas, first-time visitor and soon-to-be-member (welcome, Peter), had heard that adding weedkiller to antifouling would improve its effectiveness and asked for members' opinions.

Peter Gossel suggested that paint companies spend \$Ms on research and if anything worked (legally) they'd be using it.

Peter Smith said antifouling is a grotty job and it is more cost effective in the long run to let a professional yard do it.

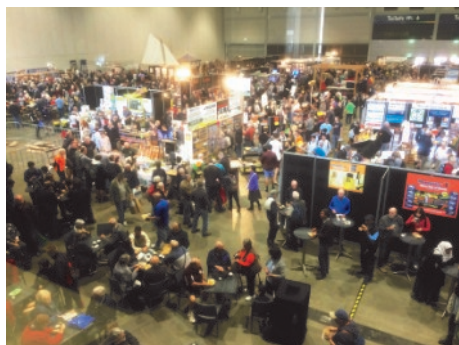
Dave Giddings recommended that, whatever product you use, don't skimp on the application – not a real saving.

Other observations were

- the local waters were a significant factor; what works in one bay may not work as well in another. Talk to other owners and share experiences.

Don't use copper-based products on aluminium hulls

Anodes will reduce the life of the local antifouling



The Working with Wood Show



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Scan the QR code to go the WBA of NSW Inc. on the web.

Ken Travers asked, "How does one determine the appropriate size mast and sail for a small boat?" Leaving aside technical nautical design, the consensus was to find a similar hull in Wooden Boat (or elsewhere), scale the rig accordingly then suck it and see!

The raffle was won by, believe it or not, Dave Giddings with Nick Cassim as runner-up (and winner of a prize donated by Dave Giddings!).

The Web Site Working Group is progressing, and the committee is considering eNews and social media as complementary communication tools alongside Scuttlebutt. Those who have lodged an email address with Ross Andrewartha when renewing your subscription will shortly be receiving our trial run and we apologise in advance if anyone considers it spam. Feedback is always welcome and an option to unsubscribe will be included. If you would like to be part of the trial, or to opt-in later, please email secretary@wbansw.asn.au and your details will be updated.

As noted earlier, our guest speaker at the general meeting on July 11th will be Dave Giddings with the detailed nuts and bolts on how to maintain your (possibly neglected) best friend, the small boat marine diesel engine and generator.

Once you receive this copy of Scuttlebutt there will be only two more opportunities to remind you of the deadline for Hal Harpur entries so, builders and nominators, let's be hearing from you even if it's just an expression of interest at this stage. No pressure (honest ...).

Talking of deadlines and EOIs, it has been suggested that the cut-off date for entries to the Sydney CWBF next April could be as early as November 30th. This has yet to be confirmed but it does indicate how things have a habit of creeping up on you and as we want lots of boats in next year's festival, especially (in my view) small ones on the hard to fill in the gaps between floating areas and the bigger boys, don't caught short!

As always, we are looking for suggestions for our speaker program as we plan for next year, both speakers and/or topics. If you're a hesitant, first-time, no worries, we can help; just have a chat (no pressure, honest ...)

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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 provided by Association officers.

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**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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MARITIME HISTORY IN CARNARVON, WA

photographs and text by Rob Hardy

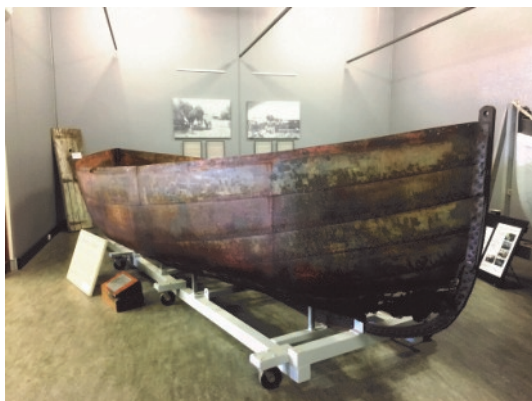
Many coastal towns and regions have their own special maritime history. Being interested in wooden boats, many of us will visit the waterfront areas of these towns, and be surprised by what we find. On the WA coast about 900 km north of Perth, lies the city of Carnarvon at the mouth of the Gascoyne River.



The head of the One Mile Jetty at Carnarvon. Whilst some repair work has been done, there is an obvious need for some serious money to be spent to save this structure.

The vision of the Shire of Carnarvon is - "To remain a wonderful place of endless opportunity, with a pristine environment, where the desert meets the sea"! Inviting, isn't it!

Carnarvon boasts an interesting historical "Carnarvon Heritage Precinct", based near the historical One Mile Jetty. The timber jetty was built in 1897 and played a significant role in the economic development of the Gascoyne area. The jetty is the longest in the North West of Western Australia and was built to accommodate State Ships that brought supplies and



The actual lifeboat from HSK Kormoran in which 46 German sailors were able to reach the WA coast after the battle in which both HMAS Sydney (II) and Kormoran were sunk. The lifeboat is on display in the Interpretive Centre, part of the Carnarvon Maritime Precinct located near to the One Mile Jetty.



A cutter of the same design as that carried by HMAS Sydney (II) at the time of her encounter with Kormoran. It is believed that HMAS Sydney was in the process of lowering one of her cutters with a boarding party to investigate the Kormoran, which was claiming to be the Dutch freighter Straat Malakka, when the raider dropped her disguise and opened fire at very close range. Severely damaged, Sydney returned fire and inflicted damage that caused Kormoran to burn and later sink with 315 survivors. The crippled cruiser drifted away into the night burning from stern to stern. The wreck of HMAS Sydney was found on 16th March 2008. 645 lives were lost with the sinking of HMAS Sydney.

passengers from Perth, and allowed the export of livestock and wool from the region. In 1900, a tramway was constructed from the town to and along the jetty for the transport of goods. Initially the railway wagons were horse drawn or mounted with sails and driven by the wind!

In 1908, the first steam locomotive commenced on the line. By 1912, traffic and shipping was such that the width of the head was extended and more rail tracks were laid. The jetty was constructed of jarrah and comprised over 674 pylons in the neck of the jetty and more than 310 in

the head. The old tracks are still in place and the Coffee Pot Train runs a tourist service for most of the length of the jetty from the Heritage Precinct. Most of length is due to a section of the jetty having been washed away by a storm. There have been some efforts to repair the jetty, however it is really in need of some serious money for restoration.

Ashore, a small maritime exhibition is displayed in the Lighthouse Keepers



The vessel Little Dirk on display outside the Lighthouse Keepers Cottage Museum at The Maritime Precinct at Carnarvon. The shelter was funded by the Australian National Maritime Museum.



Cottage, there is a new Interpretive Centre, incorporating a kiosk and restaurant and a railway museum. A section of the Interpretive Centre is devoted to a display featuring the sinking of HMAS Sydney II and the German ship HSK Kormoran off the coast of Carnarvon. The display features the actual (iron) lifeboat from the Kormoran in which 46 German survivors came ashore just north of Carnarvon along with a sister to the lifeboat which was carried on HMAS Sydney. A theatre runs a video of that sinking and of the search for the wreck of Sydney.

Outside the Lighthouse Keepers Cottage, an old timber boat is on display under a shelter which was funded by the Maritime Museum of Australia.

Little Dirk was built in 1927 by Robin Gourley at East Fremantle. The characteristic "cartwheel" stern in Little Dirk was built nowhere else in Australia, and it is believed to have been introduced to this country by Gourley from his native Scotland.

The Little Dirk had previously been called the *Tarnie*, and then the *Kathlyn* and had placed in a Fremantle to Bunbury yacht race. In 1968, Peter and Edith Gosper, then owners of Dirk Hartog Island in Shark Bay bought the boat for \$3,000 to ferry stores to the island.

Despite being on display, and under shelter, this little boat is really at the end of its life and seems doomed to remain as she is.



The unusual cartwheel stern on the Little Dirk. Obviously time and weather have taken their toll on this boat.

Eight new members joined in the last month.

Ross Harrigan of Lampton who has two timber vessels.

Ken Bone of Kanwal.

Charles Faulkner of Saratoga who is a model boat enthusiast.

Dave Brett of Willoughby

Greg O'Neill of Roseville

Ben Roberts of Glendale

Peter Cleveland of Seaforth who has a wooden schooner, *Leeuwn*

Robert Webber of Gladesville who has a 15 ft sailing/rowing dinghy

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

Read all about it.

While others were peering into Playboy, Quirky had his nose in Arthur's cast outs, looking at centrefolds...

Here he looks at boating magazines in a changing world.

During our schoolboy days, when Jack first fired our passion for messing about in boats, there were a limited number of Boat Magazines about and each one seemed to cater for a particular type of boat and owner. They all came in black and white and most of the writing was as dry and exciting as chewing on old newsprint.

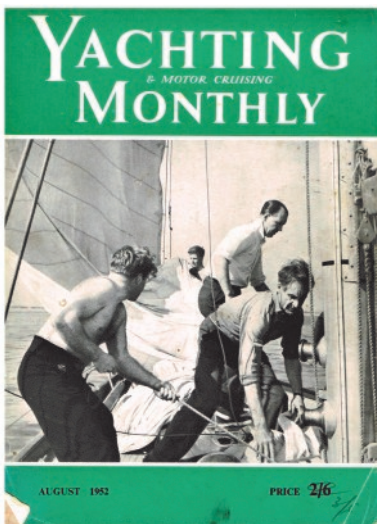
Arthur, of course, through his firm had a subscription to just about all of them, he skimmed them with the attention you would give to a bus ticket then passed them across the road.

At the bottom of the social pile was a small magazine called **Light Craft**. I think it was 1/6d (7 1/2 P) and catered mainly for people who built and raced plywood dinghies. Sort of nautical transpotters. The magazine sponsored a design for a hard chine ply sailing dinghy called The Graduate, before Mrs Robinson made us sit up at the sound of the word. They also featured articles on canoes and small plywood cruisers. Nearly all of these seemed to be designed by Percy Blandford, a prolific designer whose career started before the War. You have to admire a fellow who has made a living selling designs and books well into his 90's. Especially when you realise that writing, if you worked it out on an hourly rate, pays about the same as dishwashing in Bangladesh. (It still does) He used to get five shillings (25 p) an article.

There are about 70 of Percy's books still available. Some of the superstructures of his craft may



An unusual cover for them as it does not show a small sailing dinghy, but this is the sort of motor cruiser we lusted after in the fifties...



appear a little dated to modern eyes, but they looked in place towed behind Ford Populars and these clunky little craft got many people afloat during those austere post War years.

Yachting Monthly was originally edited by Maurice Griffiths; this magazine was distinguished for many years by having a cover with the texture of orange peel. (And great was the gnashing of teeth when this feature was dropped.) It was aimed at the cruising yachtsman and was at its most lively and entertaining when edited by the late Des Sleighthome who always gave good value with his Old Harry tales and very practical hypothetical situations. Quick, you have sprung a leak on a lee shore in a rising gale, the anchor is

dragging, the engine is dead and your mother in law is out of gin, how do you get out of this? And it promoted innovation in boating including the use of ferro cement in the 70's which certainly captivated me, for one. It also covered news around the coast, there was a bit of an East Coast flavour and we all loved the coverage that the Old gaffers received. I am not quite sure which readership it is aimed at today, but I hear it is one of the more profitable covers.

At 2/6 d (12 1/2 P) the monthly **Motor Boat and Yachting** was the most popular one for the likes of Arthur and Jack. Unlike its rivals, the cover was a blue and white advertisement for James Taylor, boatbuilders at Shoreham by Sea, Thorneycroft, Perkins or other leading firms of the day.



How few have survived.

They had centrefolds before Hugh Hefner, but these were the lines of newly designed craft in beautiful pen and ink hand drafting, and of course, everything was in black and white. There were selected cruising yarns, one where the editor put us all to sleep with the progress of a canal boat up the Thames. Some were particularly useful such as one reader's first Channel crossing in a converted ships lifeboat. We consumed the tiny black and white 'For Sale' notices at the back, picking out Dream Ships to be tracked down and purchased when we grew up. However, Jack was constantly writing letters to the editor threatening to cancel his none existent standing order with the newsagent if they did not stop writing about finding the best moorings in Monaco and tell us how to overhaul the magneto on a Stuart Turner. When the first issue of Practical Boat Owner came from Arthur's collection, he wrote and told Motorboat and Yachting that this new publication covered everything he had been asking them to do, so he no longer had need of theirs.

When Practical Boat Owner was launched, it recognised the changes in boating that seemed unnoticed by some of its competitors. There were no racing results, no grand yachts or RYA functions, everything seemed affordable to the average bloke on the creek and it showed you how to do it yourself. Including how to overhaul the magneto on your Stuart Turner. Arthur subscribed for two issues to be delivered to his Works...

"One for my works engineer who does the work on my boat." The artwork was good too. Dick Everitt's drawings and New Skippers sketchbook were brilliantly clear and instructive. Some of the earlier issues look a bit dated now, but remember these were being read by people in diarrhoea coloured Cortinas with ties the proportion of a kipper. It became Jack's favourite magazine, particularly as he was doing more of the work himself as his volunteer crew grew up and drifted to other interests. The early editions under Den Desouter were always an entertaining mix of practicality and personal stories. Recently, it seems to have become a little too formulaic rather than the irregular pot pourri that I enjoyed...But it is Boat Maintenance for Dummies with lots of coloured photographs.

Then there was the yachting magazine that always had a black and white yachting scene on the cover and the title was in a little green box at the top left. Although Arthur subscribed to it and passed it on to Jack, neither of them really liked Yachting World.

"All for these South Coast sailing buggers." Snorted Arthur. "Get the feeling you had to have private school education before they will let you read it."

There were some excellent cruising tales, many delightfully illustrated by David Cobb or Keith Shackleton. The Hiscocks and the Pyes appeared frequently with black and white photos of sunny anchorages that brightened our winter reading. However, the details of race results of South Coast regattas and formal dinners of the RYA held little interest for the rest of us.

Arthur seemed to have taken personal umbrage at the editor.

"Why is this bugger banging on about bloody navigation lights? Is he is trying to take credit for inventing them? And all these Forums he keeps holding. Look who he picks. Not many of these blokes have got a chin nor made their own money."

Arthur was aboard his boat reading one of these Editors Forums with a scowl on his face. Those invited to be in it included a dashing young hero who had won all our hearts and admiration with a stupendous act of the world's firsts none stop world girdling seamanship.

However, this was dismissed by the editor who sniffed that a far greater feat of seamanship was surely for his clubby blazer clad mate to bring ones yacht flawlessly up to ones mooring in full view of one's club bar.....

The magazine was hurled from the snug confines of Arthur's wheel house, across two forty footers directly into the boat yards garbage skip.

I recall him easing out of the cigar fumed interior of his Jag at the boat yard for an end of season inspection of his beloved craft. He had a warm pre Christmas smile on his face.

"Here, I just saw a sign down at the butchers that reminded me of that bloody editor. He's advertising self basting turkeys..."

Wooden Boat is produced in Maine USA and occasionally acknowledges that there is a world beyond the US borders. They even featured excellent articles by Peter Gossell and John Little. However, it has a very 'Down East' outlook and although we have used a flat bottomed skiff I built 15 years ago to access the Patonga house, you wonder how many variations of this design they can feature. Glad their resident columnist has given up. He said he had nothing interesting to write about. Some say that didn't stop him for the last 20 years. But it has the best artwork of any of the magazines. Pity Boatbooks have stopped stocking it.

The Boatman made a good start before spluttering into oblivion and its title was bought by Classic Boat to prevent a Lazarus like resurrection. Instead, it came back as Watercraft. Twice. I feel there are too few words on a page; margins are too big and insufficient explanations. Yes, pretty pictures of your restored Thames skiff, but how did you do it? We want to know. If stitch and glue ply boats or steamers are your interest, this magazine is for you.

The advent of Classic Boat seems quite recent but it was nearly 30 years ago. I picked up the odd copy then took it regularly*...They even had stuff from Australia like "20 Thing Some Bastard Ought To Have Told Me Before I Started This Bloody Boat"*. Then it began to feature the social scene at these gold plater regattas more than practical articles. I called Dan Houston, the editor, to complain. He said the magazine had been bought by new owners who wanted to change its direction. "No history stuff and none of your pub humour". He was told.

"So what are you going to do about it?" I asked.

"Well, I have an idea I'd like to talk to you about..... if you are ever in UK..."

"We are actually flying there tomorrow morning".....

So over a blistering curry and too many pints, Dan talked of starting a new magazine "Classic Sailor" to cater for us messing about in boat types who are more interested in replacing a hanging knee than hanging at a knees up with the jet setters in St. Tropez.

Thanks to the net and Skyping, the art editor who created the distinctive cover and lays out every issue lives in Auckland where he sails a Yachting World Senior. Launching a new magazine these days is not easy. For example you need to pay Britain's leading newsagent \$25,000 a year to even stock the thing. You would think that on line might be the way to go but Dan told of a recent publishers conference where the main topic was Russian based hackers who offer pirated magazine titles on line for next to nothing.

About half a magazine's revenue can come from advertising. However, some of the established magazines are reportedly telling their advertisers that if they go with other publications, they will not be allowed to advertise with them again. But most of us rather enjoy marine advertisements. Look at Afloat here, and people do, that's why they distribute 30,000 free copies a month, all funded by advertisements.

Another problem of our changing lifestyle is that three of our local newsagents who stocked Classic Sailor have closed in the last two years. They did this without charging a premium, not like the supermarkets. I was about to ask our magazine selling post office to add it to their range when I heard of an alternative.

Dan and his sales team have worked out a deal with the now privatised UK GPO. Hitherto they had charged \$30 to airmail a magazine to Australia. WBA members can now get an airmailed year's subscription of six issues for 28 pounds. In money, that's about A\$7.82 per copy. That beats A\$8.95 by surface mail at the news stands. If you can find one.

I have just signed up and told my lads what my Father's Day present isHow about you?

*

I have about 4' 6" length of them on my shelves, we are downsizing the house and I would like them to go to a good home in one lot. Visitation rights would be welcome; I still use them for reference. Contact me if you are interested.

Charity Regatta – Calling Boat Owners

Cock-A-Hoop Regatta is to be run by The Rotary Club of Drummoyne on Friday 13th October. Drummoyne Sailing Club has partnered with Rotary to run the corporate event which will raise many thousands of dollars for our major beneficiaries at Westmead Hospital. Children's Medical Research Institute (CMRI) and ConnectEd Foundation. CMRI is the site of world-leading research in areas such as cancer, neurobiology, embryology and gene therapy. ConnectEd's prime focus is to support the kids, the grownups and the families of persons with connective tissue disorders. Everyone at ConnectEd has been affected in one way or another by a connective tissue disorder and understands how emotionally and physically challenging having one of these rare and complex conditions can be.

The Cock-A-Hoop Regatta is modelled on The Rotary Club of Sydney Cove's Annual Regatta which is run in conjunction with Cruising Yacht Club and has been running for 22 years. We aim to have 35 boats in the 2017 Cock-A-Hoop Regatta. As an owner/skipper, we encourage you to donate the use of your yacht for the day and host one of our Corporate Sponsors. We hope to accommodate guest crews of between 3 and 8 people. As an owner/skipper you are invited to attend the evening presentation dinner at Ecco Ristorante as our guest.

Rotary is covering the costs of insurance which will cover any accidents on the day and we encourage spectator craft to join us to accommodate some of our corporate sponsors. For further details please contact julian.day@consensus.com. 0413 309 056.

Raffle Prize Winners



The raffle was won by, believe it or not, Dave Giddings with Nick Cassim as runner-up (and winner of a prize donated by Dave Giddings!).

Email Requests

Members have, on occasions, requested the email address of another member. The Committee has decided that such request will be best handled by sending an email to the Secretary to make such request. The Secretary will then contact the member to seek approval for the email address to be released.

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THE CAIRNS REPORT

from Chris & Gilli Dicker

For once I would love to be able to write something on wooden boats. In the past two weeks I will admit to have been involved in the construction of a foam and fibreglass extension to a horrible motor boat and this after all my diatribe against these things. It is safe to say that this one rarely leaves the marina and from here can only go out onto the open sea.

Well that leaves us with two wooden boats in the marina (besides West-wind) One, a very sleek strip planked 53 footer with a 2.7 metre draft which had its rotten foredeck removed this very morning and another converted trawler that is so worm eaten that the pumps can only just keep pace and will sink I have little doubt. So if the worms and the rot and putty grub don't get you there are lots of other things like delignification caused by electrolysis in the fastenings or planks that are too short or too long. Well imagine it. They have to be just right.

Working with this foam, glass and resin has little going for it except that I am working in a huge farm shed open on two sides on a beautiful property



on the Atherton Tablelands. The shed is almost a kilometre from the farmhouse and is on a high bank overlooking the upper Barron River. Here I often have the company of two kelpies and sometimes a couple of pigs. They seem to get caught up in the general melee in the morning and are part of the contingent that escort me to my place of work. They are all partners in crime, the pigs the worst of the lot. The pigs will eat anything and wallow in anything so long as it is nasty. Half way through the day the older dog and the two pigs wander off to the homestead seeking action and mischief but since I gave the younger kelpie a ride in my car it will not leave my side. The dog came to be in my car as at end of week one on the farm I was driving home to Cairns and saw the silly thing loping along behind me two or three kilometres later.

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.



Moving along a little and a third week on the farm to fair and paint the creation. I should explain that 'the creation' is a 3x2 metre extension to a flybridge, which has to be strong enough to bare the load of 6 or more



drunken people. The owner thought I might build it out of ply and polyester but I talked him around to high density foam and epoxy. I just love spending peoples money. If I was conscious of conservation before I can no longer hold my head up as 55 litres of epoxy resin

went into this job as well as 30 kgs of fibreglass and three sheets of 25 mm foam. Please forgive me.

More so, as I think I even spoke about being in tune or being in harmony in my last cairns report. Here I am building a horrible thing for a horrible boat out of horrible material. I did build a hatch out of king billy pine and

New Guinea

rosewood for the job so at least that will return to the earth one day.

I rest my case and I am at your mercy and writing this has helped me have a good look at myself.



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



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 double 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

WANTED

Pushpit and Pulpit for Nordic Folkboat
If you have one gathering dust for sale *in good nick* at a reasonable price to suit a Nordic Folkboat then please ring Cleveland (Dee Why) on 0413 930 002

FOR SALE

5.4 m Aleutian 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 dmars73@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 fore-

stay. 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

Pictures from the Working with Wood Show





MERCHANDISE



A



B



C



D



E



F



G



H

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

— — ON THE HORIZON — —

THIS YEAR 2017

July 11 th	WBA Meeting, Gladesville Bowling & Sports Club, Second part of Diesel Engine by Dave Giddings
July 17 th	Committee Meeting
August 8 th	WBA Meeting, Gladesville. Guest speaker, Pyrmont Heritage Boating Club
August 14 th	Committee Meeting
September 12 th	WBA Meeting, Gladesville
September 30 th	Hal Harpur Award - nominations close
October 10 th	WBA Meeting, Ian Smith, the Open Boat
October 13 th	Drummoyne Sailing Club, Cock-A-Hoop Regatta
October 16 th	Committee Meeting
November 10 th - 12 th	Jervis Bay Maritime Museum, Classic-Wooden-Model Boat Festival. Contact: Stan Brown 0438 952 136
November 14 th	WBA Meeting
November 20 th	Committee Meeting
November 26 th	Quarantine Reserve + Wood Workers Association.
December 12 th	Hal Harpur Award Evening

THIS YEAR 2018

January 9 th	WBA Meeting, Gladesville Bowling & Sports Club,
February 18	Boatfest 2018, Rathmines Memorial Park, Lake Macquarie
April 13 to 15	ANMM Classic & Wooden Boat Festival, Darling Harbour and Cockle Bay