

Scuttlebutt

September 2017



Sydney Amateur Sailing Club GAFFERS DAY, SUNDAY 8TH OCTOBER

This sailing rally is for all classic Bermudan & gaff rigged yachts & this year's rally will feature around 25 Couta Boats that are assembling in Sydney for Couta Week & the Couta National Titles,

Photograph supplied by Mark Pearse



President's Report

Jon Bell

Approx 52 people attended the August meeting at Gladesville, with Alan Williams and Peter Gossell offering apologies for being away and Mark Pearce from the Sydney Amateurs kicked off with a reminder to everyone that "Gaffers Day" on October 8th was not just for boats that hoist a spar but was open to all classic vessels. There will be a chartered ferry for spectators and members were reminded that this fills up very quickly. The SASC is also expecting up to 20 Couta Boats so mooring space will be extremely limited. Plan accordingly. Contact the club via their website for further details and launch options.

Our guest speaker was Paul Lawrence from the Pyrmont Heritage Boating Club, supported by their president Michael Bolton-Hall and shipwright Orion Alderton. The club is a registered charity and works with many organisations to provide opportunities for (mainly) young people to get involved in all aspects of small boat building, restoration and operations. "All aspects" apparently includes feeding the clay pizza oven, washing up, gardening and bush regeneration, as well as the more mundane tasks like bilge cleaning, scraping and sanding, including the restoration and operation of an 80ft Viking longboat. The club operates in a kind of tent



Members enjoying the presentation from the Pyrmont Heritage Boating Club

city under the Pyrmont Bridge and enjoys tremendous support from the local residents for what they do and also for what they do not do. Interesting to compare the two forms of organisation; PHBC (and the Sydney Heritage Fleet, come to that) on the one hand, where members meet at the organisation's facility and the primary aim is to work on the organisation's assets, whereas the WBA owns virtually no boating assets and members work on their own projects and only come together away from the work sites (usually) for mutual interest and moral/practical support. Unfortunately, too many slides and stories (such as how they ended up with the two ship's boats from the Bounty replica) to pack into one evening so we might look into a return visit next year with a specific restoration topic. Many thanks Paul, Michael and Orion and we look forward to getting up close to your boats at a festival in the near future (next April?).

Ask Someone Who Knows was introduced by Alan Stannard, after being lightly grilled as part of the Get to Know a Member. I say lightly as, given his TAFE and SHF background, I forgot to ask a fairly significant question, "what about boat construction/restoration for your own amusement, rather than on behalf of other people's boats?" His cryptic reply when the question was later put was "Watch this space ..".



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ASWK questions included: How to get help (physical and knowledge) with re-applying dynel sheathing? Most answers referred the asker to Dave Giddings...

Also, how to maintain the pintle alignment with parts of the rudder suffering differing wetting conditions. The general consensus was that it was a non-problem if the rudder parts were appropriately treated and the existing moisture content maintained.

Alan finished off by demonstrating his answer to last month's question about oiling hand tools, including the original article in a very old Practical Woodworker magazine.

Also at the previous meeting, Ross McLean outlined a decision facing the WBA committee regarding the level of funding and risk associated with supporting the ANMM CWBF next April. Two years ago we took a significant financial risk to showcase the benefits of using Cockle Bay; the point was well made and we escaped not a \$ worse off. This time round the financial model has changed and ANMM was basically asking us to increase our commitment in order to include Cockle Bay again.

At the committee meeting we elected not to take on financial responsibility for Cockle Bay as a CWBF precinct. We did agree to commit to working with the ANMM to produce the best festival possible within the confines of the ANMM environment, recognising that some members would not actually enter their boats.

At the subsequent CWBF Stakeholder Meeting, the ANMM announced that the museum had decided to incorporate Cockle Bay as an integral part of the festival and that any additional costs for berths in CB would be hidden from entrants. This is a significant demonstration of commitment to the success of the CWBF and I would urge all WBA members to respond enthusiastically. Submit your Registration of Interest (on-line via the ANMM website), volunteer to help, encourage others to get involved, and ultimately commit to turning up as a visitor at least.

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Does anyone fancy making up a team in the Quick & Dirty Boatbuilding Contest? Or putting up their kids/grandkids to do it? At the last Sydney event there was more material than builders, which is a shame for the sponsors (Boat Cote) and for the visitors (ie potential members). If you're just thinking about starting a project, there's no better way to find out what you can and can't get away with when using epoxy and plywood; build it one day, float it the next!

In 2016, there were only a few boats ashore, and they looked a bit lost and forlorn in their presentation and isolation. It's the one area where visitors can get up close and ask questions without being "invited aboard" and 2018 is looking to have a lot more. It's a Festival, it's a Celebration of wooden boats, so if you've got one, join in and celebrate it!

As always, we are looking for suggestions for our speaker program as we plan for next year, both speakers and/or topics. For the September meeting, we will be showcasing some of the current build projects (that we know about) and look forward to a lively Q&A session on each one. If you are building or restoring, do let us know; if you are thinking of starting, come talk to the people already started. As I noted earlier, the WBA is about sharing what diverse projects our members are engaged in, not lots of people working on one or two WBA projects.

Finally, and in that context, note the deadline for Hal Harpur submissions is the end of this month, with the Award Night being held on December 12th. The format for this event is planned to be a pre-paid Christmas dinner in a partitioned-off area of the bistro at Sporties, followed by the review of nominees, judges comments and awarding of the trophy in the usual meeting room, with coffee, cake and conversation back out in the bistro. Details of ticket costs, how to buy and event timetable will be finalised shortly but please keep the date free and support the nominees.

Raffle Winners

Peter Smith and Peter Mathews were the winners of the August meeting raffle pictured her with our guest speakers.



L to R Paul Lawrence (PHBC), Peter Mathews. Orion Alderton, (PHBC), Michael Bolton-Hall, (PHBC), and Peter Smith.

From Jon Bell

Here's a picture to support September's talk on projects. It's my Rocks River skiff with the last plank on one side in place and just one more to go on t'other. I was hoping to have the planking all finished by Fathers Day but t'was not to be.

How long ago was it you wrote the piece about wood-flavoured coffee steaming ???



Nick Lawther has sent in a scan from Classic Boat

With the words "We made Classic Boat".

This is obviously the project he has been working on for most of this year. I'm told he will return (*My flight 27th Sept. Mrs wife says no more delays!!!*).



COWES, ISLE OF WIGHT

Restored smack *Skylark* returns to her element

The c35ft (10.7m) oyster smack *Skylark* is back in the water and in the final stages of a lengthy restoration. She was built in Brightlingsea, Essex, in about 1870 and was saved from the Essex mud in the 1970s by owner David Wager.

She has cruised extensively in the past but has been out of commission for many years. Cowes-based boatbuilder Martin Nott is completing the restoration, involving a full interior fit-out (this is not usually comfortable work on smacks, as their traditional holds and flat decks do not permit much working space inside) as well as new gaff, boom and bowsprit.

Skylark is currently taking-up in a mud berth at Kingston Wharf, upriver from Cowes, and will be sailing again soon.

SASC 2017 GAFFERS DAY, SUNDAY 8TH OCTOBER.

This sailing rally is for all classic Bermudan & gaff rigged yachts, & this year's rally will feature around 25 Couta Boats that are assembling in Sydney for Couta Week & the Couta National Titles, & in particular the Ölin Stephens designed yacht *Dorade*, one of the 20C's greatest of all yachts. This is probably Australia's largest classic yacht sailing event, & around 100 entrants are expected. Other entrants include recent significant restorations: the 1920's Fife designed *Caprice* & the 1914 Archie Barber designed *Rana*.

You can enjoy Gaffers Day as a participant or as a spectator. Those interested in participating in their large or small sailing boat can contact the SASC for entry details (9953 1433 office@sasc.com.au). As a spectator you can visit the club before the rally to view selected yachts on display, the public are invited & there will be food & drinks available. The sailing event can be viewed from any spectator craft, or on the licensed Rosman timber ferry the SASC is arranging - a \$65 ticket includes lunch, a drink & the 3 hour ferry trip to watch the event. Advance bookings are recommended (from the SASC), tickets will probably sell out before the day itself.

Being a rally, the entered yachts do not require a racing safety certificate, but the typical boat insurances are expected. Yacht entry fees are required to cover costs, the SASC is only able to host this event if it doesn't lose money. Classic yachts large or small are all welcome to watch or participate, the divisions will include: Coutas, historic 18's, large & small Gaffers, large & small Bermudans, "metre" yachts.

I had written him a text
Which I'd sent, hoping the next
Time he came in mobile coverage
He'd have time to say hello.
But I'd heard he'd lost his iPhone,
So I emailed him from my phone,
Just addressed, on spec, as follows:
clancy@theoverflow
And the answer redirected
Wasn't quite what I'd expected
And it wasn't from the shearing mate
Who'd answered once before.
His ISP provider wrote it
And verbatim I will quote it:
This account has been suspended:
You won't hear from him no more.'
In my wild erratic fancy
Visions come to me of Clancy:
Out of reach of mobile coverage
Where the Western rivers flow.
Instead of tapping on the small screen,
He'd be camping by the tall green
River gums a pleasure
That the town folk never know.
Well, the bush has friends to meet him
But the rest of us can't greet him:
Out there, even Telstra's network
Doesn't give you any bars.
He can't blog the vision splendid
Of the sunlit plains extended
Or tweet the wondrous glory
Of the everlasting stars.
I am sitting at the keyboard
And I'm too stressed out to be bored
As I answer all the emails
By the deadlines they contain
While my screen fills with promotions
For 'Viagra' and strange potions
And announcements of the million-dollar
Prizes I can claim.
But the looming deadlines haunt me
And their harrying senders taunt me
That they need response this evening
For tomorrow is too late!
But their texts, too quickly ended,
Often can't be comprehended
For their writers have no time to think
They have no time to wait.
And I sometimes rather fancy
That I'd like to trade with Clancy:
Just set up an email bouncer
Saying 'Sorry, had to go.'
While he faced an inbox jamming

Up with deadlines and with spamming
As he signed off every message:
clancy@theoverflow

Submitted by Tom Hughes



Nominations for the Hal Harpur Award close on September 30

THE BOATSHED AT WORONORA

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WoronoraBoatshed

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Proprietors and hosts
Jonathan and Jane Bell

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.



No Winner

Thanks to a number of Members who 'had a go' at identifying the mystery tool in the August Scuttlebutt.

The tool is a **Plough Gauge**, used in leather belt making to cut strips of leather to uniform widths. With the adjustments on the tool, varying widths can be cut.



The Belt Maker at the Homebush Working with Wood Show in June this year, was most chagrined to learn that my brother-in-law paid only \$30 for his Plough Gauge. This gauge was stamped with the name "T. Dixon" making it an early (c 1830s) version.

Here is a link to some more information. These tools sell for some good prices.

<https://brucejohnsonleather.com/leather-tools-sale/plough-gauges-and-draw-gauges>

Peter Widders



Disappointing that no one identified the mystery tool as Ken Travers had secured a great prize!

Tender to Yacht? Take off your Backpack

Remember to remove your backpack or rucksack before attempting to cross the void. With drinks and provisions you will head straight for the bottom unless you can easily release your load.



TIMBER BOAT FESTIVAL – RMYC BROKEN BAY AND WBA RIVER CRUISE IN COMPANY 2017

The annual Timber Boat Festival at the Royal Motor Yacht Club Newport will be held this year over the weekend of 4th and 5th November. This is a very popular festival and has been well supported by WBA members for many years. The Club will be emailing entry forms and information out to last year's participants shortly. Details will in time be posted on the Club's website (www.royalmotor.com.au). Under the heading "Divisions", look for "Timber Boat".

We have attended this festival for many years with *Matang*, and afterwards we cruise the waters of Cowan, Berowra and the Hawkesbury River. It is indeed a very pleasant time of the year and there are **no** crowds, and apart from weekends, the waterways are there to enjoy almost alone. Last year we spent a few days in the Cowan area in company with *Jenni G* after the festival which was very pleasant and the suggestion of more WBA boats joining would be even better. Why not join us after this year's festival?

If you would like to be in it, here is the plan:

The Club is happy for us to remain on the marina for Sunday night providing we depart early Monday for Cowan Creek. Make sure that you fill with fuel and water before leaving Newport. We leave a car at Brooklyn to drive up to Mt Ku ring gai where there is a good butcher and Aldi to take on supplies for the week (or more!). Monday night stay in Refuge Bay with sundowners on the beach before dinner.

After this, we can discuss further movements as we go allowing for weather and tides. The idea is that we decide where to stay for the next night and crews can decide whether they stay put for the day or go exploring. If yachts join us, then we can spend time in the Cowan area (Yeomans Bay, Pinta Bay, Little Jerusalem Bay, etc). For those able to stay longer, and whose boats are able to navigate under the Hawkesbury River bridges (11.8 metres MHWS), we can then have a night or two in Berowra Creek (Joe Crafts Bay, etc) before starting the trip up the Hawkesbury River.

We may decide to go as far as the Colo River, which is a most beautiful area. An overnight stop would be advisable on the way. Again, this can be discussed later.

Keep the idea in mind, and at least keep the time free.

Rob Hardy

Email: robhardy@bigpond.net.au

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THE CAIRNS REPORT

from Chris & Gilli Dicker

Part one. Yes folks, I called it part one in case I don't get to other parts. Also it is early in the month and quite often when I sit down to write it is late and a mad rush. I am sure the quality is all the same and I do apologise for that.

The weather in Cairns is very mild, 18 to 26 degrees, a lighter than normal south easter and little rain. This will change on the coming weekend when they forecast light wind and rain. Anyway, when you think of our dear Earth revolving around in space, one of millions of planets and stars I would not like to be the one to forecast what the weather will be next Wednesday.

Easy for me to say living in the far north but I do think we are enjoying a wonderful period of weather in the Earth's history. Humans think they are pretty big and maybe we are big enough to turn our climate around, we are certainly big enough to turn white snow brown and to turn huge volumes of pure water into poison. We are pretty good on air too.

This is a wooden boat publication and I wonder at my transgression. I have been 'commissioned' to paint a boat that was built in France 11 years ago. It is a big boat and the owner was quoted a lot of money to spray it. I mean if I stand next to the boat it is ridiculously big for one small person to paint. What's more I wonder at my audacity at painting it with a roller and



brush. I think this form of painting is not so uncommon these days but it has not reached the far north and I do see that they have big teams when they do it where it is accepted. There are wonderful spray painters, true artists, they really suit up and have breathing apparatus and there is usually clouds of paint so they have to take all precautions, or not. It is the way to do it obviously but a good brush and a good paint and a quiet afternoon can achieve spectacular results and also make the unbelievers bite their bottoms. That's the best part unless you muck it up of course then you have to leave town.

So; 16 very solid days later including sandblasting the antifouling off and epoxying the bottom the boat rolls out of the shed complete with one or two character marks which I regard as my signature. The AWLgrip paint is truly amazing and the formula of 25% reducer has always worked for me although I think they recommend 10 or 12. Painting in the tropics is different. Every job teaches us something, for example after the first day on the sander I discovered that I am 63. Also, having used a 230 mm foam roller for most of my previous jobs I found that a 100mm foam roller gives far more control over the amount of paint that goes on and a cutting in brush or a 'cutter' gives better results than a wall brush. The gear is not expensive and you can buy it at Bunnings. I use a 75mm synthetic brush with split filament 'bristles'. Perhaps they come off a synthetic pig.

A paint job is a great advertisement, good or bad and sure enough I have another one coming out next Monday for the same treatment. This time I will be using the cheaper International Perfection, which is also a two part



linear paint.

I realise that all these chemicals I am using help turn the snows brown and poison the rivers; oil based paints are not far behind. I will give myself a good thrashing later.

I have done some homework and I find that the International Perfection is no cheaper than the AWLgrip at all. It is all overpriced anyway.

On a lighter note the birds are busy making nests where they can and the wagtail shrills a song of hope and courage. You only have to leave your boat unattended for a few days to find you have a new family on board.

Toodle pip, as June Smith used to say.



This could easily be a horrible stink boat but it is a sort of semi displacement hull that uses 12 litres per hour per motor at 7.5 knots. It came out well. Rolling and tipping is sort of a hand made paint job. Each one is a bit different. 30 degrees up here.

Postscript

I have been moving ahead pretty smartly with the Perfection job so thought I would comment on the paint in this issue. I have painted the whole boat in hot sunshine. In fact today the sun followed me right round. Just bad planning. The wind is far worse but we have had it unusually calm.

The Perfection comes in a 2.25 litre tin for \$239 and I gave this 36 footer two coats with a bit left over. I will not say it is as spectacular as AWLgrip but I will say it is very good and just as easy to apply. I did use 25% AWLgrip brushing reducer. Don't be mistaken that it is just expensive thinner. You can leave it in an open container for 24 hours and it will not evaporate.



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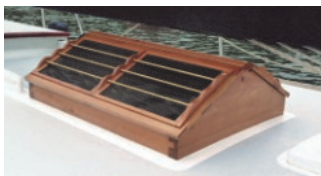
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Length 35 ft. (10.66m) Beam 3.04m Draft 2m Full length keel. Tiller steering.

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.

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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

Michigan sailing legend Meade Gougeon dies

Meade Gougeon, a sailing legend and industry innovator who pioneered the use of epoxies for boatbuilding, all while creating a culture of giving back at his Bay City business, died Sunday, August 27. He was 78.

His death was confirmed by his wife, Janet. The cause was skin cancer.

While he touted a distinguished sailboat racing career, including a North American championship at the age of 58, becoming the oldest person to ever win a major regatta, Gougeon was perhaps best known for making other sailors and boat builders look good with his special marine epoxy.

Gougeon and his late

brother Jan's home-baked epoxy was their secret weapon when building their race-winning boats in the early 1960s. The brothers kept it a secret from competitors for about five years, but word eventually got out.

The epoxy was born from a relationship with Herbert Dow, an avid sailor and the grandson of the Dow Chemical Co. founder. The Gougeons introduced Dow to ice-boating, and in return, Dow connected the Gougeon's with chemists in the chemical company's epoxy lab in Midland to help develop resins and hardeners that could be used as an adhesive and coating.

In 1969, the Gougeon brothers, including Joel Gougeon, a former state senator, decided to go into business, selling ice boats under the Gougeon name and their world-class epoxy, later called West System Epoxy. Before West System, builders used ineffective materials to glue boats together that required clamping parts together for weeks at a time. West System filled all the gaps and dried overnight.

The epoxy and Gougeon's engineering technology translated to other areas outside of boatbuilding, including airplanes. From 1988 to 1996, Staudacher built 36 airplanes with wings that used the same technology Gougeon implemented for wind turbine blades, essentially minimizing any risk for failure.

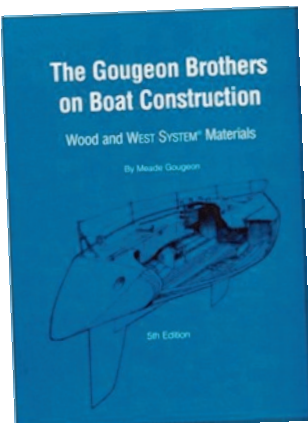
Up until recently, Meade Gougeon served as the company's chief tester of new epoxy products as the business, located off Marquette Avenue on Bay City's West Side, continues to grow. More than 50 people are employed by the business in Bay City today.

Meade Gougeon lived life to the fullest up until his death. This past March, he competed in the Everglades Challenge in Florida, finishing first in his class in the 300-plus-mile-long competition from Tampa Bay to Key Largo in the sailing canoe he built named "Elderly Care."

"His children were concerned and asked why I was letting him do it, but he's going to do what he wants," Janet Gougeon said. "The sailing world was his love and passion."

Meade Gougeon described the race as "three days of high winds, headwinds and rough seas. It was wet and bumpy." More than half of the other 108-boat fleet dropped out of the race, but Gougeon was one of the 51 remaining to cross the finish line.

Gougeon didn't want a formal funeral, his family said. A private memorial service is scheduled for next month



MERCHANDISE

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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

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

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 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