

Scuttlebutt

August 2018



Daisy Barlass on the tiller of *Osprey* enjoying some time at the helm on Pittwater aboard her Dad's vessel, July 2018

Picture: Tim Barlass



President's Report

Jon Bell

August 2018

Last month I mentioned my visit to the Mid North Coast Maritime Museum at Port Macquarie and the cordial reception from its president, Keith Chambers. One of the topics we discussed was how to maintain the wealth of knowledge and experience embodied in people such as Keith himself, and now sadly he is no longer with us. Whilst apparently recovering in hospital after a car accident on his way home from the boat yard he suffered a heart attack and passed away. The funeral was attended by Alan Stannard and Rob Hardy and our thoughts are with his family and members of the MNCMM.

If anyone is considering a working holiday in the Port Macquarie area, I'm sure a helping hand or two to finish their current projects would be greatly appreciated.

Our guest speaker for the July Meeting was Peter Gossell, talking about some recent essential repair work on the Sydney Heritage Fleet's yacht *Boomerang* (originally Bona) – shown here under sail. Bona was built with a centre-board casing which occupied most of the main below-deck entertaining area, and this was later removed by someone who preferred G&T's to salt spray (my words, not Peter's!) with the result that *Boomerang* is now a motor yacht



only. Peter speculated that removal of a major chunk of structure and weight from the centre of the vessel, as well as the possibly incorrect support in dry dock, has contributed to the noticeable change in sheer line. However, he assured everyone, whatever the cause, *Boomerang* definitely does not have a "broken back".



Peter detailed the necessary repairs to replace a number of soft planks and frames caused by deck leaks; in one area the porthole was literally just pulled out by hand! An amazing amount of work was done by volunteers over just a few weeks, with Peter not only the Superintendent of Shipwrights but also chief labourer (a point he glossed over but for which we in the wooden boat community should all be grateful).



Peter finished the presentation by explaining why



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Boomerang is such a significant maritime artefact; the detail below decks is so representative of the grand Edwardian era that the cheapest way to preserve it is to keep the vessel afloat.

Join the Sydney Heritage Fleet, support their work, and go see for yourself on a members' charter or day cruise.

Auction items last month included some more bound copies of Seacraft magazine from the 1950s, a bag of assorted wooden cleats, a 12v fog horn that would not look out of place on the cabin-top of *Ryegate* and various other bits of nauticalia. Thank you donors and bidders

Bill Thompson (oh wonderful, more tools ...) and Jim Willett shared the raffle prizes.



At recent meetings where we review members' current projects, Michael Coleman has spoken about his modified Iain Oughtred McGreggor canoe. Michael squared-off the transom so the boat has a definite front and back (instead of the original double ender) then added a slide seat rowing platform so you have to face the wrong way. Just to make life more difficult he specified a Jarrah veneer when ordering the marine plywood. As you can see, the finished product looks spectacular and Michael was kind enough to call me when setting out on his second on-water tweaking trial. Rows like a dream!

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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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The only sad aspect is that he built it under commission and it is probably in South Australia already - no chance for Hal Harpur judges to take a look. On the up-side, he's now free to build something else

Talking of which Hal Harpur! Nominations close September 30th - only 2 months of not-so-chilly evenings away.

Hal Harpur Award & Christmas Dinner - details for ticket sales will start to appear in this or subsequent editions and in the eNews - don't leave it to the last minute.

The August Meeting speaker is John Vaughan, discussing Vexillology or the principles and practices of flags. If you have something unusual in your locker (to do with flags!) why not bring it along, add to the display and maybe find out (or tell us) more about it.



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

Jon Bell

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

by Rob Hardy

Entries have opened for the excellent Timber Boat Festival at the Royal Motor Yacht Club at Newport, to be held over the weekend of 3rd and 4th November. Entry forms are being emailed to participants in last year's event. This festival has always been well supported by WBA members.

After the festival last year, a number of members participated in a casual cruise in company on the waters of Cowan Creek, Berowra Waters and up the Hawkesbury River as far as the Colo River. A full report was published in the December 2017 Scuttlebutt.

It's on again ! The RMYC is happy for us to remain on the marina on Sunday night providing we depart early Monday. Last year we made plans at the Sunday night pizza and red vino dinner at the Club. The first night (Monday) will be spent in Refuge Bay and we can plan our cruise with sun-downers on the beach before dinner, taking into account, the weather and tides. We can spend time around the Cowan Creek area, in company with yachts and vessels unable to navigate under the Hawkesbury River bridges

(11.8 metres clearance MWHS) and after if we wish, we can spend further time in Berowra Creek or up the river.

Keep the idea in mind, and at least keep the time free. We can discuss further at the festival.

Rob Hardy



Starlight and Riposte in Refuge Bay, November 2017

VALE - Keith Chambers

10th May 1933 - 3rd July 2018

It would have been apparent to those who attended Keith's funeral that he was a man of varied interests, with an active involvement in several organisations. To many of us who spent most Wednesdays and Saturdays with him at Hibbard the breadth of his community involvement came as something of a surprise. It is still difficult to understand how a man of his age could have found the time and the energy to contribute to those organisations and to the welfare of their members. His involvement extended to executive roles as was the case with Mid Nth Coast Maritime Museum, where Keith had been our President, Vice President, and of course the long-term manager of the operation at Hibbard. His passing has left some major gaps in the roster that will need to be filled, none more so than at the boatyard



Keith had been a volunteer for over 20 years and was involved in managing the Hibbard Slipway and also as a skilled tradesman. The Museum has about 100 members, half of these being actively involved. As in many volunteer organisations, there was a smaller hard core of regulars who would work on the boats.

Keith was born in Earlwood. After leaving school, he started an apprenticeship as a motor mechanic in 1950 and enlisted in the National Servicemen's Association with the RAAF in 1952. Keith married his wife, Judy in 1968. He worked in various motor workshops, before starting his own towing and motor workshop at Telegraph Point in 1978. When he retired, he became involved with the Maritime Museum in Port Macquarie.



restoration of Flagstaff Signal Station, (flagstaff, flag locker and fence) at South West Rocks

Keith was a driving force behind the Museum operations and steered the members to enter twice in the WBA Hal Harpur Awards. There was to be another entry this year, however this will now be delayed. In 2013 they entered the complete rebuilding of the fully rigged signal mast at South West Rocks. This was a very big project which involved sourcing replacement local timbers to rebuild the mast, supply and fit the new rigging. A lot of the work was carried out at their Hibbard Slipway workshop in Port Macquarie, and then transported to site. All this work was carried out under the eye of the local council engineers.

The second Hal Harpur entry was in 2015 when volunteers restored a 100 year old sharpie fishing boat which was built in Victoria. I was a judge in both of these years and it was an honour to have met Keith and other members of the Museum. As a result of these inspections, the Mid North Coast Maritime Museum and the WBA became closely connected.

Sadly, Keith passed away on July 3rd in hospital. His funeral was held in the chapel at the beautiful Innes Gardens Memorial Park. The WBA was represented at the funeral by Alan Stannard and Rob Hardy. Keith was well known to a number of WBA members. He will be sorely missed in Port Macquarie and also by members of the WBA who had the pleasure of meeting him. Keith was 85.

Rob Hardy

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INFORMATION GUIDE

THE "GOOD OIL" ON CLEAR COATINGS

from Norglass

INTRODUCTION

The most complex (and disappointing) area of all surface coatings is trying to sustain a nice clear finish on exterior timbers... especially in Australia. Because of the geographical isolation and arid, barren land mass, the intensity of ultra violet radiation is greater than most places on earth. On the European continent for example, the particulate matter concentration suspended over the land, and the cloud cover has a substantial filtering effect on U/V (Ultra violet radiation). As a consequence clear coatings last considerably longer. A varnished front door in the U.K. may give several years service, whereas the same application in Australia will break down in months. The incidence of skin cancers is a testimony to this intensity. To understand the process of clear coated timber degradation is also to understand part of the solution.

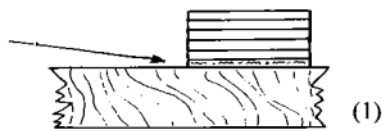
DESCRIPTION

Clear coatings have a variety of names such as varnish – clears – lacquers – oils etc and are fundamentally paints without the pigment... that is, the film is "CLEAR". As with a pane of glass, the transmission of light is close to 100%. Therefore there is nothing to impede or block the sun's rays. Bare skin can still suffer from sunburn through glass...and that is what happens to timber. It gets sunburnt. Increase the heat and you increase the degradation. A white car reflects 97% of all light and absorbs 3%. A black car on the other end of the scale does the reverse, absorbs 97% and reflects 3%. Which paint job can you fry an egg on? No contest! Adding pigmented stains of umber, ochres and sienna's to clear coatings, or applying stain solutions to timber, does exactly the same as the "car" illustration. The darker the wood the hotter it will be, and therefore the faster the breakdown.

CAUSE and EFFECT

Under heat, the lignin/cellulose cement, that forms the cell walls of timber breaks down, and results in the delamination of the film of varnish – lacquer – clear that was attached to it. Added to this process, the clear film sticking to the timber is also being "cooked" and eventually becomes brittle, accelerating the break-down. (see illustration 1) Through a reduction in elasticity.

This coat is where all of the heat is accumulated, and eventually causes it to become brittle.



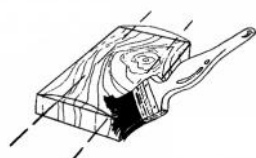
This is why all clears fail at the wood level. It is the coating closest to the timber that becomes the most brittle. Hence the delamination of the entire coating mass.

The darker the timber the faster this happens. Resinous timbers such as Teak are protected from decay, by the sun drawing up the liquefied natural resin to the surface where it oxidises. When this happens it leaves a grey powdery residue on top of the timber, which in turn screens out the u/v radiation. Remove the layer to expose the attractive yellow grain... and the same process begins again. To remove this Grey oxidised matter, can be quickly and easily achieved with Norglass GREY-AWAY grain restorer.

CLEAR COATING CHOICE

There are 2 basic options (a) Apply as many clear film coats as feasible within the original application plan: (b) Feed the timber with an oil on a continuous basis at regular intervals. If (a) is chosen (and usually is) then, it is essential to be acquainted with the obstacles that lie ahead.

□ On doors – windows – floors that have hard 90° angles, it is impossible to get the same film build on the edges as the flat surfaces. (see illustration 2) Therefore extra coats are needed to compensate for this.



brush wipes most of the clear off the hard edge.

□ Aggressive sanding between coats should also be avoided.

Applying 3 coats with intercoat sanding, effectively means reducing the film to 2 coats. Encapsulation of dust particles in prefinished layers of clear does no harm and - in fact improves the U/V filtering process. In the final layers, these particles are not visible if embedded below the finish coats, so don't over sand.

- Avoid conditions of high humidity or dampness, as clears are prone to moisture intake and will "bloom" by producing a milky appearance, which will necessitate removal
- Consider the exposure values. For instance – the top half of a panel door is more in shade by the eaves and therefore lasts longer. The bottom half will need more coats to compensate for the added exposure. Same values apply from North East to South West. Give the more exposed areas extra coats.

- Outdoor furniture should be covered in a colourful canvas or fabric cover when not in use. This will preserve the clear coating for years with little or no effort.
- When gloss finishes start to show a dulling-off, it is time to lightly sand and apply further top-up coats. Leaving this action too long will result in having to remove all the layers back to the bare wood.
- Clear coat all timber surfaces wherever possible. Uncoated timber can lead to wood rot, and excessive distortion. A door that has no treatment on the top and bottom (most) will soak up moisture in damp cold weather and swell making the door closing difficult. This aggravated expansion and contraction will cause the timber to split along the bottom edge initiating the breakdown of the clear coatings. Removing the door and coating the top and bottom edges will substantially lengthen the clear lifespan.

SCREENING COMPOUNDS

Many clear coatings have limited, or no U/V filtering additives because of cost. In NORGLASS CLEARS, the selection and use of premium U/V inhibitors and stabilisers adds in excess of 20% to the product cost. These additives act as microscopic filters to partially block U/V entering the timber while the u/v stabiliser scavenges the free radicals and converts them into harmless by-products within the film... as a continuous process.

The global problem caused by U/V attack on surface coatings is mind-boggling, and especially with clear coatings. In spite of cutting-edge technologies and years of ongoing exposure trials and evaluations, NORGLASS current research shows there is no obvious solution available, in spite of all the research.

OTHER OPTIONS

Feeding the timber with a Timber oil solution, rather than coating it up with multiple layers of clear film is sometimes preferred, in an attempt to maintain a "natural" look. Where this is used internally or on areas screened away from direct sunlight the finish is not only practical but can provide good service. However, on exposed timber it becomes a very temporary solution and will oxidise and fade within a short time. Once the oil has oxidised it then has to be scrubbed off, using Norglass GREY-AWAY grain restorer, dried and re-oiled. If the size of the job is large, doing this once or twice a year can be a deterrent.

THE COATING PROCESS

Due to the wide range of timbers and grain densities it is difficult to generalise but consider what 4 coats on Cedar would look like compared to the same number on a dense hardwood like Jarrah. Obviously the Jarrah will not provide the same penetration because of grain density, therefore more of the clear film will be sitting on top of the surface resulting in a higher gloss level than the Cedar. On most timbers a 4 coat application will look like the example (in illustration 3), due to the absorption into the previous coats and that is with little or no sanding between applications.



This is the point where most clear jobs are declared finished. In reality, this is the start of the finishing process. The first clear coat should be applied undiluted. Although it is possible to thin this down, there is normally no justification for it. However if the decision is made to thin, additional time has to be allowed for the solvent to evaporate before over coating.

Before applying the second coat a very light surface sanding should be done to remove the furriness. After sanding, the dust in the grain should be removed by wiping down with clean rags soaked in an appropriate fast evaporating solvent – i.e. NORCLEAN - PLUS. Continue the coating process until a uniform gloss layer is achieved (4-5 coats with little or no sanding between coats). At this stage, if the surface is not in direct sunlight a Satin finish can be applied. With a uniform gloss value, the satin layers will likewise be uniformly satin. If the satin had been used on the previous build-up coats it is likely that variations in the finish will occur because of differing grain densities affecting different rates of absorption, of the clear coatings.

On areas of maximum exposure a further 4 coats should be considered and applied within 2 months. It is advisable to keep a diary on these applications to ensure the coats do happen. With NORGLASS single pot clears it is not necessary to sand between these coats provided no more than 3-4 weeks elapse between them. What is needed is a wash down with detergent and warm water and dried off with a chamois, prior to coating. With NORTANE clear a light sand is required if more than 48 hours elapses from the previous coat.

WHAT PRODUCT TO USE?

To be continued next month



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Shipwrights of Note Mick Nesbitt

by Phil Heaney

If ever there was a prolific boat builder then it has to be Mick Nesbitt. He built more boats as a one man show, or with his mate Jack Parsons than any other shipwright I have known. Mick built good honest workboats, mostly for the fishing industry on the South coast. Typically they would have an Iron bark keel, stem and dead woods, spotted gum ribs, spotted gum planking below and above the waterline, copper clinched fastened. Many of his boats are still working today.

Mick was born in 1920 from an Irish background. After leaving school he commenced an apprenticeship with Harold Waterhouse at Balmain, building 16 ft boats for Chapman and Surack and the makers of Chapman Pup engines,

These boats were the multi purpose boats of their day, being used for fishing and pleasure. They were planked in Huon pine, spotted gum keel



Mick Nesbitt aboard Balara after launching 1978

and ribs and contrasting laid decks of Australian cedar and Huon pine. After two and a half years Waterhouse went broke and Mick went to work for Holmes at McMahon's Point. This was 1939 and on the eve of war. At the time they were building the *St Michael*, a 60 Seine trawler for Michael Puglist. During the war they built about 25 of this style of boat for the war effort, some were destined to join the U.S. small ships and would see service in New Guinea. Crewed by Australians (see) Mick spoke very highly of Harry DeWall who designed all these boats "He was the foreman and soul of Holmes and taught us everything we ever knew."

After the war Mick and his mate Jack Parsons built boats up and down the south coast, in Eden, Bermagui and Greenwell Point, anywhere there was salt water and someone wanting a boat built. These boats include, *Gum Leaf* 1950, *Tammy*, *Kanimblq San Antoneo*, 1952, *Geketa* 1953 and others, these boats ranged from 35 to 60 ft.

Mick moved back to Sydney in the early sixties and set up building boats at Balmain. The Stannard brothers Bruce and Alan have fond memories growing up with the smell of wood shavings and the pleasure of watching a timber boat take shape next to where they lived. Boats built during this period were, *War-ranah* 50ft in 1960, *Trop Star* 38ft, *Balara* 45ft, *Kendon-B* 56ft and *Matang* 32ft in 1971.



Balara II launching 1978

Mick also built boats at McMahon's Point, *Gurrega* 56ft, *Day Break* 47ft and *Sherly M* 45ft. Mick's career took a slight twist when he was asked to build a steel boat, the 59ft *Ben Boyd* designed by Bill Bollard. Mick and Jack did all the lofting and setting up. Groom Brothers at Berries Bay did all the welding. Mick found this type of construction a little noisy and went back to timber.

The old North Sydney Gas works was Mick's next stop where he built three boats, the first was the *Mystery Bay* a fishing charter boat of 55ft. Another was just a hull which when finished also became a fishing charter boat the 51ft *Zephyr*. The third was Micks own boat, the 60ft *Balara 11* which Mick

worked for a few years as a charter boat. She was launched in 1978.

About this time building sites around Sydney were becoming rare as more waterfronts became the playgrounds of the rich. So in the early eighties Mick moved his operations to Taren Point on the shores of Botany Bay, at Eddie Lewis' yard. *ZeldaFaith* was the first in 1982 46ft, then *Cetacia* at 46ft. Mick, at the age of 65 started building *Starlight*, 35ft for his own use and at much the same time started *Symphony* a 60ft which was to be a fishing charter boaf unfortunately the owner ran out of money when the hull was finished, the deck beams installed but, no deck.

Sadly, she stayed like that for the next 25 years in the open. I did a survey on her in 2012 for a potential buyer, much of the planking, frames and beams were still in good condition having been coated with red lead, however the blocks supporting the keel had been eaten out by termites and she sagged badly amidships. She was eventually taken to Cockatoo Island where she was used as a film set and there she remains today.

Meanwhile work continued on Micks own boat *Starlight*, but he developed a problem with his leg, Dick Branson became involved and helped Mick finish the boat and eventually bought her off Mick. She was launched in 1990.

Mick passed away in 1991.

Most boat builders have a signature which makes it possible to recognise their boats. Mick's was in the method of his planking. The topside planks were usually straight and planked from the sheer down to about the waterline. The planks coming from the bottom would then be run into the topside planks, this was a fast method as it saved tapering most of the planks.

Mick was not afraid of hard work and he also liked to play hard. An amusing story he once told me was when he and Jack were asked to adze some new beams going into the hero of Waterloo pub at the Rocks to make them look original. They negotiated a deal with the publican to do the job for free beer for the rest of the day. The publican did not know how quickly they could work.

Mick's boats were not all vanish and gloss, being built for fishermen they were built to a price, Mick had a saying if to much time was spent sanding , then you were sanding away the cheque " but they were honest and built to last.

Unfortunately we will never see the likes of him again.

Phil Heaney Shipwright

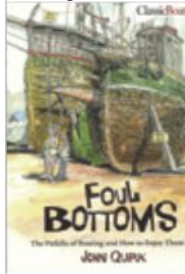
Reference Book: *Craft & Craftsmen of Australian Fishing* Garry Kerr Mains'l Books 1985

Thanks to Dick Branson, and all acquaintances of Mick Nesbitt.



Jack Parsons & Mick next to Starlight 1988

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.





THE PAYNESVILLE REPORT

from Chris & Gilli Dicker

By now everyone should know where Paynesville is. If not I just wonder why I bother.

Firstly 'a' weather report. We are still waiting for winter. Perhaps that is an unwise thing to say and perhaps we have over braced ourselves but except for a few frosty mornings and a frozen tap or two the weather has been superb, especially for working.

I have given up paid work for the moment so I can build the house. It is the highest paid job I have ever had as I am doing the work of a builder. If I also did the work of the plumber and the electrician we would be very wealthy indeed. We also have to engage a builder to fit the slow combustion wood heater in the house and a plumber to put the roof on!!!! Despite my exclamation marks I can see some sense in some of these demands.

On the boating front. We took *Westwind* out for a sail last weekend to reconnoitre a place where a group of people from the yacht club are going to host a Christmas in July. We have been invited. It is behind some islands and involves some critical navigation. This without a proper chart. We thought we had better see if we could actually reach this place so after



two months of languishing in her berth *Westwind* shook off her lines and headed off to new territory. Out of the three times we ran aground we only had to kedge off twice. I always consider this a good exercise but we had left our lighter gear behind and so had to use the main anchor and chain, which is a 22kg Bruce as is our spare anchor. The Bruce will do me, a marvellous anchor. Paying out 20 metres of 10 mm chain over the transom of our relatively new Joey dinghy as I rowed the anchor out was painful but the dinghy is a ute not a show piece so get over it.

Two weeks on and we have had our Christmas. Santa brought a bag of



perfect weather and at least a hand of water below our keel. The place we went is Ocean Grange, just 6 miles across the lake. A quaint location with a

spit of sand separating it from the 90 mile beach. I wandered off on my own to explore. Though we have been close to the sea or on the sea for quite some time it was still a thrill when I climbed over the hill and saw the sea for the first time in a couple of months.

There were 30 people on 12 boats at our get together. The WBA people would have got on with them very well. The idea was that everyone brought something, which was orchestrated via the internet so we did not end up with too much of this and not enough of that. The organizer supplied two 7 kg turkeys and three kg of chestnuts. Everyone brought some firewood and Santa also provided a full moon. A marvellous night.



It is Sunday the 29th of July and we arrived back in our berth ahead of a 45 knot westerly gale gusting 55. We have had a bit of wind but thank goodness nothing like the forecast.



The joists about to be fastened down.

Westwind had a grin from port to starboard taking us out and no doubt she would have sniffed the sea. We spent the rest of Sunday on the building site where Gilli spent hours watering 160 infant trees and I continued shaping the floor of the house.

Happy boating everyone

From our Secretary - Mystery Object

The nail was found 30cm below the ground level next to my shed (erected 1983)



The nail is galvanised with a removal, ringed collar. It looks like an early type of boat nail.

The closest thing I can relate the collar to (when removed) is a Port Jackson Shark egg.

Suggestions to

secretary@wbansw.asn.au

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 6'
draught
Lovingly
restored in
racing condi-
tion.
Nanni 3
cylinder
diesel
Good sail
inventory
New
sheathed
deck 2016
plus skylight
fitted
Raced with
SASC in Div 1
– good rec-
ord

reduced to **\$39,000**

Rob Landis 0414 741 725

FOR SALE

David Payne "Cinema" design

Length 18ft, weight 800k. Hull is 13mm marine ply clinker design. Keel Deck and floor beams -



Oregon pine. The ribs are Quondong
The whole structure is coated in epoxy resin and fiberglass cloth. The boat is trimmed with red cedar and Quondong

It can be steered from wheel or tiller. The stern seats have lift-up lids giving easy access to fiberglass cooler boxes. The bait board pulls forward when in use. There is a half canon in the front with 2 bucks and storage space.

It is powered by a Nanni 10hp diesel with 20lt fuel tank.

The wheel house and fittings can be seen in the photo. It comes with a purpose built dual axle trailer. All fittings are quality brass.

\$30,000 but are open to offers.

Garry Behrendt on 0418 794 818

FOR SALE

FOR SALE

Mid-Century Modern Ketch 9.6m Huon Pine – Swedish design, Australian built



Sleek ketch custom designed by renowned Swedish boat designer Arvid Laurin and built by local shipwrights expressly for Australian cruising conditions.

This exceptional boat was constructed from Huon Pine and various supporting timbers and has been fastidiously maintained to this day.

Asterisk was commissioned for use by a former ocean racer and his family, being completed for launch on Pittwater, NSW in 1990. The boat won it's inaugural race with the Wooden Boat Association, after which she was given a handicap to ensure the victory would never be repeated! Most of Asterisk's sailing took place in and around Pittwater, including the Hawkesbury, and occasionally down to Sydney Harbour. A regular feature at wooden boat festivals, the ketch has also been the subject of a number of boating magazine articles in Australia and overseas.

The layout of the boat facilitates spirited yet comfortable sailing in a range of weather conditions along with genuine amenity above and below for multi-day trips with evenings at berth or on moorings. Asterisk sails well with just two people on board, and can extend to host up to 5 people in bunks overnight.

Interior includes beautiful Mahogany cabinetry and a living set-up that promotes a comfortable cruising lifestyle with galley kitchen containing stove and twin sinks, stowable dining table, cooling box, ample storage and a discrete 'head'.

The boat features circular profile Finnish fiberglass spars, custom-made stainless fittings topside, Barlow winches and elegant, functional details throughout. The sail kit includes six primaries for mizzen, main and fore, and has provision for the addition of spinnaker. Motor power comes from a Volvo Penta three-cylinder motor. The fastidious nature of the owner is seen in the high-end build, materials, and maintenance.

No immediate work is required – just hoist and sail.

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Hal Harpur Award Night & Christmas Dinner, 11 December

Save the date

Join us on **Tuesday December 11** for our annual Hal Harpur Award night and Christmas Dinner

Cost will be \$30 per head including two courses plus Xmas Cake and Tea/Coffee

Bookings will be open in September



It's that time again! The 18th Annual Royal Motor Yacht Club Broken Bay **Timber Boat Festival** will be held on the 3rd & 4th November 2018.

ENTRIES ARE NOW OPEN, and will be taken on a first come, first serve basis.

The highlights of the weekend include;

- Plaques for participating boats
- Friday night drinks on the marina from 6.00pm-7.00pm
- Free bottle of wine for every entrant. Compliments of Robert Oatley Wines.

Timber Boat Festival Dinner - Saturday 3rd November - \$65pp including a 2 course meal & entertainment @7pm. Bookings Essential. Entrants must attend the dinner to go in the draw to "WIN A \$1,000 SLIPPING FEE VOUCHER". Courtesy of Newport Marine Services.

This will be the first event on the new RMYC Marina and we are looking forward to what the 2018 Timber Boat Show will bring!

Remember the closing date for nominations for the Hal Harpur Award is September 30th.

Three new members joined in the last month.

- ♦ **Bill Fisher** of Drummoyne who doesn't have boat - yet.
- ♦ **Peter Roebuck** of Hunters Hill who has a 30 ft Halvorsen Sea Skiff built in 1958 moored at Pulpit Point.
- ♦ **David Marcus** of Birchgrove who has a 9 metre ChrisCraft motor cruiser

We look forward to seeing you at our meetings.

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

— ON THE HORIZON —

THIS YEAR 2018

August 14th

August 20th

September 11th

September 30th

October 9th

November 3-4th

November 13th

December 11th

NEXT YEAR 2019

January 8th

January 14th

February 12th

March 12th

June 11th

WBA Meeting, Gladesville Bowling & Sports Club - Guest Speaker - John Vaughan - Flags Committee Meeting
WBA Meeting, Gladesville, Chris Cleary & John Capaldi 2017 HHA Nominees Closing date for 2018 Hal Harpur Award Nominations
WBA Meeting, Gladesville Bowling & Sports Club, Member Projects Review
18th RMYC Timber Boat Festival
AGM + Film night
HHA Award & Dinner

WBA Meeting, Gladesville Bowling & Sports Club, - Steve Brompton Committee Meeting
WBA Meeting, Gladesville Bowling & Sports Club,
WBA Meeting, Gladesville Bowling & Sports Club, - Ross McLean - Lightning
WBA Meeting, Gladesville Bowling & Sports Club, 2018 HHA Winner