



Scuttlebutt

February 2018



Peter Widders launches his latest boat

An Iain Oughtred double ender design, of which the Whilly Tern is one of the smaller models at 15 feet LOA. Fit-out timbers became a smorgasbord of mostly Australian timbers: Celery Top Pine was used for the rubbing strakes, aft stem and floor timbers; Tasmanian Myrtle featured in the mast partner and gunwales; King Billy Pine was used for thwarts and the laminated centre-case capping; a small piece of American white oak does service as a mast step; grown Ti-tree knees support the main thwarts; Huon Pine was used for the stem and a pair of knees at the aft end of the bow buoyancy tank; the tiller was made from Silver Ash. Some of the Huon Pine, Celery Top and King Billy was recycled from timbers once used in houses in Hobart. Hollow spars were laminated from clear Oregon.



President's Report

Jon Bell

Hard to believe it's the end of January already; first the rush and crush of Christmas and then the summer holiday period so now we can all breathe a sigh of relief and settle back into routine, for a while. Anyone spotted Easter eggs in the shops yet?

Our January meeting was reasonably well attended with the main entertainment being a couple of silent/low dialogue movies courtesy of YouTube. The first showed the construction of an extended dug-out canoe by Northmen (Norwegian artisans), starting with a tree trunk and ending with a (somewhat confident) slide down the snow into a lake. No time for buoyancy or stability testing here! I expected a bit of chatter amongst the members as the only soundtrack was the chop and scrape of timber, but the room was absolutely mesmerised for 18 minutes. You too can be at: <https://www.youtube.com/watch?v=ueFiy-uxl4Y>. Thanks Peter Widders for the recommendation.


On a lighter note, the next video featured Buster Keaton and family in "The Boat", a 1923 two-reeler that was thought to be lost but a copy turned up in the basement of a house he once owned. The Buster Keaton Appreciation Society takes its name, The Damfinos, from the name of the boat. Needless to say (spoiler alert!) the initial launch was somewhat different to the dug-out canoe seen earlier. Thanks Malcolm Boyd for https://www.youtube.com/watch?v=2aRb_d8gf_8. (Note the "spaces" are actually underscores).

Peter Widders launched his recently-completed (ie that morning) Whilly Tern a couple of Sundays ago, accompanied by a number of family and friends and not a few ribald suggestions as to what the name should be. Grace Widders did the honours and "MickleMuck" was carried somewhat inelegantly (where did that darn centre-board pin go...?) to get her bottom wet. A lovely design and beautifully presented. As Ian Smith remarked "Ian Oughtred never drew a bad boat" (or if he did, he had the good sense not to let the world see it!). Another Oughtred design, a 12ft Acorn built in 1990, came up from Canberra, Greg Widders' Hal Harpur entered Thames 12 joined in and Chris Goddard arrived on Bimini with Count Gino. Everyone got to try everyone else's boat, everyone ate and drank Grace's refreshments and a good time was had by all. Pictures and possibly more words elsewhere in this edition.

Which got me thinking.

In all my years (well, seven, maybe eight) as a member, this was the first launch party I'd even been aware of, let alone attended. Few, if any, write-ups in Scuttlebutt that I can recall. Yet I know boats have been built. What do they do? Slip them in quietly with no-one around in case of mishaps? Treat the event as an anti-climax after all the effort of getting there? Or just be careful to make sure the committee don't hear about it in case they turn up and drink all the beers?

Come on builders, even on-lookers, let's have some details, pictures, words, etc to record in Scuttlebutt, celebrate the occasion and possibly motivate other members to get finished and make a bigger splash. Read Quirky's Queen of the Creek in Foul Bottoms to get some ideas.



**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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ANMM Classic & Wooden Boat Festival Update. The WBA's role at the stakeholder meetings is two-fold: one is to disperse information from the museum organisers to our members and the community at large, and the other is to provide comments and suggestions to ensure members get the best possible experience as exhibitors and as visitors. Not all our suggestions are taken up, and my earlier exhortations to potential entrants to keep registering interest and create a waiting list (and potential contact list for two years' time) could not be followed through as the museum chose to close the on-line registration process. Sorry if you wasted any time in the process. Owners of those boats registered in time and deemed suitable for inclusion should have confirmed their invitation and paid the entry fee by January 31st, after which a second selection process will attempt to fill unused berths. Should there still be vacant slots they may come looking for more boats, so I still maintain we should have our own register of "interested but not yet registered" owners as there will be precious little time to spread the word if they do open the doors again. Email Ross McLean, Peter Gossell or myself if you would like to be on that waiting list. Please indicate if you have already registered but have not been invited to apply, or if you have yet to register with the museum. Feel free to invite any non-WBA members to do the same.

One of the topics of interest is insurance, for boat, self and third parties. A discussion with our broker confirmed that the only insurance against damage to your own boat is whatever policy you take out. If the damage or loss is caused by another boat or person you can make a civil claim but you can't claim against their insurance directly; their insurance only protects them, too. The WBA insurance does not cover members' boats or related third party claims. It only protects the Association (as a legal entity) and any members acting in an organisational role at a WBA-endorsed event (such as the C&WBF) in the event of someone (member or not) trying to blame the WBA for their loss. Initially it would cover our legal defence of the claim, and then any costs if the judgement went against us. (Note the claim does not have to even be reasonable; it will still cost money to de-

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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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find it and many ambit claims are successful simply because it's cheaper in the long run).

On the Horizon

At our meeting on February 12th Peter Smith will talk about "Tall Ships & Low Bits – Cruising in Holland".

The regular and popular February raft-up at Bantry Bay is being coordinated by Chris Goddard. Boats may start to gather from the afternoon of Friday 23rd with the main Saturday event being a co-located BBQ with Sydney Heritage Fleet members arriving by Boomerang and tender (Protex or Berrima) around 10:30 and departing at 1345. Some WBA boats usually stay over Saturday night for a leisurely Sunday breakfast and late morning departure. All weather-permitting, of course. Nearest ramps for trailer boats would possibly be Tunks Park at Northbridge and Roseville Bridge Boat Ramp at Killarney Heights. A wooden double kayak turned up one year but I forgot to ask where they put it in. Any suggestions for launching hand-powered boats to Chris or myself, please.

If you want to venture further afield that weekend, the classic boat folks at Rathmines have scheduled their picnic day for February 25th also – more details at <http://www.classicboatassociation.org.au/boatfest/boatfest.html>.

If you prefer the broader atmosphere of a classic festival, the Lakemac Heritage Festival at Toronto is on again at the end of March – see <https://www.lakemacheritagefestival.com>

Finally, if anyone says they are not getting Scuttlebutt, your first question to them should be "Have you renewed your membership". Scuttlebutt is no longer distributed to non-financial members and, since we only print what we need each month, back issues are not always available. Ross Andrewartha will have a list of the non-financial members at the next meeting; feel free to cast your eye over the list and chase up any names you recognise.

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



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info@theboatshedatworonora.com.au

WoronoraBoatshed

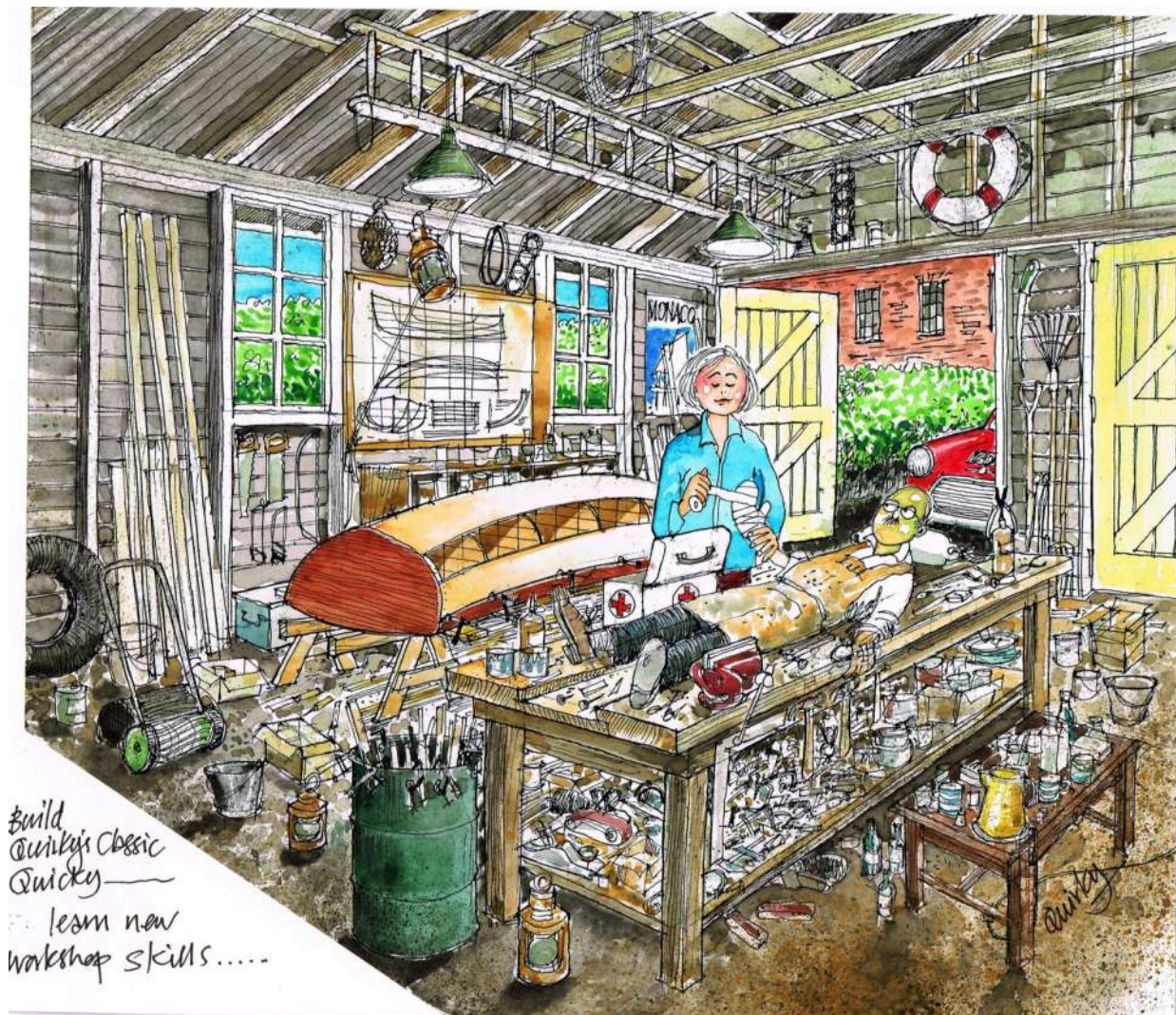
Café and Boat Hire

Proprietors and hosts
Jonathan and Jane Bell



**CLASSIC & WOODEN
BOAT FESTIVAL**

Fri 13 - Sun 15 April
FREE ENTRY



Build
Quirky's Classic
Quicky —
learn new
workshop skills.....

Quirky says "build a wooden boat and learn new skills....like first aid." Having had some mishaps using power tools, this is sound advice.

Peter Widders launches his latest boat

into action for the first sail. This proved to be ample sail for the occasion, with oars used to get onto and off the beach to deposit and collect willing sailors.

The performance of the boat exceeded my ex-

A New Whilly Tern - "Muckle Mootie"

The launching of a new boat often seems to be an occasion of mixed emotions. There is always the elation of the finish to a project, whether the time-span is measured in months or years, mixed with the strange feeling that a project has been 'ticked-off' with the accompanying thoughts about 'what's next?'

The building of this Iain Oughtred-designed double ender had its origins in the desire to use a different type of construction than I had used on the previous 12 builds. Previous builds included stitch and glue kayaks, strip planks boats (including a builder's model and radio controlled yacht) and a strip plank/cold moulded 34ft yacht.



Iain Oughtred's double ender series, of which the Whilly Tern is one of the smaller models at 15 feet LOA, are mostly built with glued lapstrake construction. With 4 planks per side, planking time was fairly speedy compared to some models which can have considerably more planks per side.

The Whilly Tern was built from 1/4" (6mm) Gaboon Ply, with planking laps glued with thickened Bote Cote epoxy. Both ply and epoxy were supplied by Drive Marine Services, with the usual excellent service from Dave and Scott Giddings.

Fit-out timbers became a smorgasbord of mostly Australian timbers: Celery Top Pine was used for the rubbing strakes, aft stem and floor timbers; Tasmanian Myrtle featured in the mast partner and gunwales; King Billy Pines was used for thwarts and the laminated centre-case capping; a small piece of American white oak does service as a mast step; grown Ti-tree knees support the main thwarts; Huon Pine was used for the stem and a pair of knees at the aft end of the bow buoyancy tank; the tiller was made from Silver Ash. Some of the Huon Pine, Celery Top and King Billy was recycled from timbers once used in houses in Hobart.

Hollow spars were laminated from some very nice clear Oregon. The design came with 2 rig options: I chose the single lugsail over the jib/main sloop rig, mainly due to the fact that the lug sail was more traditional to the type of boat, but also for ease and simplicity of rigging.

Bronze hardware and cordage was obtained from Classic Boat Supplies, with further excellent service from Mike Watson. Hardware included rudder pintles, a bow eye and assorted bronze bolts, rod and screws. WBA member Ian Smith donated a very nice pair of folding bronze rowlocks to the project, while a fellow member of the Iain Oughtred 'club' (Acorn Skiff and Arctic Tern) from Canberra, donated a fine pair of tufnol blocks for the mainsheet set-up.

Sydney Sailmakers did a terrific job of the lugsail and the boat cover.

Launching day on Sunday 21 January, featured a gusty wind swinging wildly from east to nor-west. Prudence dictated the single reef was called

pectations with little of the 'tippy' behaviour predicted by some reviews of the design. Helm balance was excellent and the boat was very responsive to the changeable breeze.

The usual 'fine-tuning awaits with the centerboard requiring some trimming due to some difficulty retracting the 'board later in the sail. The rudder (pivoting blade) will also



be given a 2:1 purchase on the downhaul line. A pair of 9ft 6" oars will also be made to better suit the boat than the 7ft versions used on the test sail/row.

One of the longer aspects of the 18-month build, was the search for a name for the boat. These double enders are based on the early fishing craft of the Shetland Islands. These craft themselves were influenced by earlier Norse craft. The Shetland Island boats were often over 30 feet in length with a single lugsail and crew numbers of varied size according to boat length. Crews often faced a 20 mile row to the fishing grounds during the summer season. Winter was devoted to repairs and the building of new boats.

Given the design started as 'Little Tern' and evolved into the 'Whilly Tern', I stayed with the theme. 'Muckle Mootie' is the local name for Leach's Petrel, a native species of the Shetland Islands.

Further sailing awaits before a trip south to the Paynesville Classic Boat Rally (2 - 4 March) and the Geelong Wooden Boat Festival (9-11 March).

Launching 'Guests'

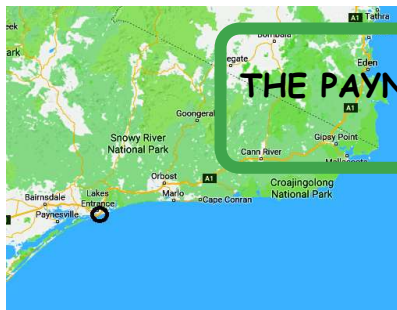
It was great to share the event with 3 other wooden boats:

Greg Widders had his recent Hal Harpur entrant *Handbag* along with a new experimental sailing rig. Initial trials may lead to a slightly larger sail being made for the next attempt.

Graeme Denmet brought his self-built Oughtred designed Acorn 12, *David's Dream* up from Canberra for the party. A number of guests took advantage of the opportunity to have a row in this elegant craft.

Chris Goddard, and shipmate Gino Coia attended in *Bimini*, the largest wooden craft in attendance.





THE PAYNESVILLE REPORT

from Chris & Gilli Dicker

It has been 5 days since we arrived at Laurieton and I can't believe we have not bought a property yet. If we remain here any longer we may need the money to have *Westwind* trucked out.

Like many things, our perception of good and bad weather is comparative. We were sailing towards Port Stevens or Newcastle out of Iluka when the weather reports made it a little chancy to reach either destination without some discomfort. We have had so little wind since leaving Cairns that 25 to 30 knots (from the north) sent us into panic mode. It was late afternoon and we could just make out Point Perpendicular, the sentinel for Camden Haven River. Possible thunderstorms and an imminent southerly change helped our decision to head for the flesh pots of Laurieton. It was a calm, uneventful entry but we treat this bar with a great deal of respect, nay, *fear*, having had our bottoms severely smacked some years ago when we were just a little blasé about crossing bars. However we did have wash boards in and Gilli had stopped doing her nails. Out of a perfect calm a monster



Tied up to Laurieton jetty

happens about every 40 seconds.

Well, due to prolonged heavy weather that bar has closed behind us and forced us into potential idleness. This has not yet happened as we have friends here and there is always jobs to do when one has a wife like Gilli. We anchored in the river adjacent to the town. The current here is notorious and runs at 3 plus knots. Every six hours it changes directions, which is hard on any anchor, the holding is not spectacular so I don't hesitate to recommend a ten to one scope. In 4 metres of water we had 50 metres of chain out. With the current against 30 to 35 knots of wind *Westwind* sailed all over the place and as we learnt, provided some entertainment for the locals. We curtailed this after three days and moved onto a jetty provided by the combined servicemen's (and woman's) club. This has improved our lifestyle considerably. As our cargo is mostly timber it was no problem knocking up a couple of barge boards which are doing great service.



Our downwind rig for the night

reared up from the deep (4 metres) and swept poor *Westwind* from stem to stern, smashing the dinghy on the foredeck, saturating everything below through every possible aperture and filling the cockpit to overflowing. Looking at modern Sydney to Hobart footage this is something that

both adding "a thorn between two roses". I thought 'these people will do me'.

A little later; It was to be another 4 days before the sea settled enough for us to cross that bar again, which we did in a perfect calm at 10.30 in the morning, shaping our course for Botany Bay. This Rhumb line takes you 22 miles from land in places where I feel more comfortable. We dropped anchor at LaPerouse,

Botany bay after a spectacular entry with all sail up in about 30 knots. Ah, wonderful sailors we are we are. I am so happy and surprised that the mast did not break again.



Sunset over Port Botany

Once again we were sorry that we did not spend more time and also that we could not co ordinate a WBA event to be a part of but by now we were *driven*. After two days of catching up with family and a couple of friends we were on our way again. This time express to Eden, where we spent 11 hours, not even going ashore.

Early the next morning I will admit to a little excitement as 'we' hoisted in 50 metres of chain and headed out of Twofold Bay. It is 135 miles to Lakes Entrance and not much in between. The northerly gradually picked up and went to north east so we enjoyed a wonderful day of sailing. Poor *Westwind* was befuddled when we headed west at the bottom of Australia instead of south to her birth place. Later we even encountered a west wind that blew in our face all night. What more does the old bag of bones want. And when we headed upstream from Lakes Entrance till the water became brackish she must have been really tossed though she has been all the way up the Gordon. I am sure she knows we will look after her still and for as long as we can.

Peter Medling, who is the chief organizer of the Paynesville Classic Boat Festival came out on the sea in his boat *Pride* along with another classic boat to greet us and to escort us in. It was a wonderful gesture and a great welcome. Paynesville is about three hours steaming from the entrance and the boatman will enjoy many facilities there. As we came into McMillan



Welcome to Paynesville party

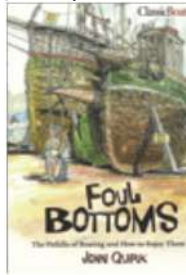
passage a boat vacated a courtesy berth alongside so we tied up right adjacent to the Gippsland Lakes Yacht Club. Not long after a beautiful old gaff ketch sailed passed within hailing distance and I complimented his boat, a modern trimaran sailed cheekily between us in the same direction and complimented us

both adding "a thorn between two roses". I thought 'these people will do me'.



No chance of getting lost here

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.



Raft up @ Bantry Bay, February 24th and 25th

This has become a regular feature on the WBA calendar and has always been well attended.

Following our invitation, the **Sydney Heritage Fleet** will join us in Bantry Bay on the *Boomerang* for our gathering on Saturday 24 February. As you



may recall they didn't make it last year, but (weather and sea state permitting) the routine is likely to be the same as in previous years:

Depart Rozelle – 0830.

Spit Bridge – 1000 inbound.

Bantry Bay 1030-1345 (courtesy mooring).

Spit Bridge – 1430 outbound.

Arrive Rozelle – 1600.

This outing is run as a SHF members' cruise – it is not a charter.

Hopefully *Protex* will be back in service by then to act as a tender for the day, otherwise it is likely to be *Berrima*.

Some members may just want to make a day of it and come for the BBQ on Saturday while others will anchor overnight with the usual breakfast on shore Sunday morning.



2017 Hal Harpur Award



Greg Widders - Thames Skiff

Unfortunately the copy for Greg's vessel did not arrive in time last month prior to our having to despatch Scuttlebutt to the printer.

An industrial designer, Greg has the boat-building bug in his genes and his first build was a 14ft CLC-designed stand up paddleboard (SUP). The 12ft Selway Fisher 'Thames Skiff' was his second boat project. Greg was drawn to the design by the shapely lines, light weight and relative ease of construction (stitch and glue). With a busy job, and upcoming wedding to plan, progress was a little spasmodic. Ian Smith donated some beautiful Croker oars to the project as well as some equally attractive bronze outriggers. One of the first outings for the new craft (named *Handbag*) was in the Watermens' Race of the Balmain Regatta. Greg managed a win in the finest Stephen Bradbury tradition after the leader went to the wrong finish line. This is a fine little craft that has been well built and will be a nice addition to Greg's growing flotilla.

Self Service Instruction & Certification of PFDs

from Alan Stannard

Since our last meeting whereby there was some discussion on servicing and certification of PFDs, I have researched PFD's and came up with this interesting web site and information, many of our members would be interested in.

Important note: inflatable lifejackets must be serviced must be serviced at least every 12 months or at longer intervals in accordance with the manufacturer's instructions.

Note: For new inflatable lifejackets, this period starts from the date of purchase.

It is recommended that non swimmers and children under 12 years of age do not wear an inflatable lifejacket.

The web site <http://www.ultrapfd.com.au/images/PDF/SScertificate.pdf> deals with the **Self Service Instructions** and the **Self Service Certificate**.

Note: PFDs for commercial use must be serviced by an accredited service agent.

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 con-
dition.
Nanni 3
cylinder
diesel
Good sail
inventory
New
sheathed
deck 2016
plus skylight
fitted
Raced with
SASC in Div
1 – good
record

reduced to
\$39,000
Rob Landis
0414 741 725



FREE

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



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

Fast, stable craft : suit beginner or experienced paddler.

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

FOR SALE

34 foot Huon pine classic, *Inala of Huon*.



12 hp Yanmar. Standing head-room. Well cared-for. **\$9800.** Joe 9665 9007

FOR SALE

3 metre clinker wooden dinghy



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

Are You Looking for:

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FOR SALE

5.5 metre ply-epoxy launch with 8 hp hi-thrust



Yamaha outboard on galvanized, braked, registered trailer. Boat not registered (not previously required). Excellent boat is a flat bottom sharpie, self designed. Motor is v. good condition, electric start, trim and tilt, wheel steering. 20 years since build. Boat weighs 450 kg, 800 kg including trailer.

Price: \$2,000. Located: Carlingford.

Brank Young 9871 3300
branscombe.young@gmail.com

Presentation to George and Christine Gear

At the January meeting, Christine and George Gear were presented with a framed copy of Scuttlebutt for folding, stuffing and posting tens of thousands of Scuttlebutts over many years.



By coincidence, the last copy they enveloped and posted out (December 2017) featured them on the front cover in their putt putt on the Dawson River.

The framed copy was converted to a 3D image.



MERCHANDISE

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

— — ON THE HORIZON — —

THIS 2018

February 13th

February 19th

February 24th and 25th

February 25th

March 2nd - 4th

March 13th

March 9th - 11th

March 19th

April 10th

April 13 to 15

April 16th

May 8th

May 14th

June 12th

WBA Meeting, Gladesville Bowling & Sports Club, Peter Smith on "Tall Ships & Low Bits – Cruising in Holland"

Committee Meeting

Bantry Bay Raft up Weekend

Boatfest 2018, Rathmines Memorial Park, 11am to 3pm

Paynesville Classic Boat Rally

WBA Meeting, Gladesville Bowling & Sports Club,

Geelong Wooden Boat Festival

Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club

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

Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club

Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club,