

Scuttlebutt

November 2018



A stock photograph! No idea where or who took it.



President's Report

Jon Bell

November 2018

Be careful what you wish for. After months of everyone praying for rain October delivered by the bucket load and while I'm sure some folk would like more (or even some) most of us would like the interruption to our boating preparations and activities to stop now, thank you very much.

None more so than Neil Mulcahy, Chairman & Treasurer of the organising committee for the Davistown Putt Putt Regatta & Wooden Boat Festival Inc, who was obliged to cancel the 20th Anniversary Regatta on 21st October – see separate report in this issue.



Earlier in the month our WBA General Meeting featured members' projects updates. Nick Lawther contributed a postscript to his earlier talk on refurbishing *Skylark*, a UK oyster smack, after some topsides rot was discovered. With pictures reminiscent of Peter Gossell's

talk on repairs to *Boomerang*, the work was captivating to those of us who only work with 6mm ply (or 3mm ply if your name is Michael Coleman).



Bill Thompson showed great progress on his Folkboat and Jamie Snodgrass showed where he was up to with his Tirrik by asking for expert advice on how to accurately bend stainless steel. Lots of heat and a big hammer seemed to be the consensus but I'm not convinced this meets the criteria of expert and/or accurate. We await Jamie's test report.



As a soon-to-apply-to-be-member Michael Stephens came along to tell us about his recycled timber yacht *Wicked Wench*, which featured in a Sydney Morning Herald article by Tim Barlass just prior to the Sydney CWBF. The



The Wooden Boat Association of NSW inc.

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deck is held up by dozens of grown knees which are absolutely huge (and no doubt very unforgiving when making contact with one's head) and the yacht features a somewhat unusual transom.

Michael is up to the stage of making the boat safer

to use by constructing a bit more handrail, although it has not improved safety to his hand but he has yet to apply to join the Quirky Club for people who saw through their feet.

The Raffle prizes were won by a new member David and Steve Brompton.

A large fender was auctioned for the grand sum of \$15 - we still have some magazines, old sails and an aluminium mast – call me for details and to make an off-market bid.

Nick Lawther explained the Hal Harpur Dinner "Who's Here" system. He





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and Peter Widders have made dozens of exact-scale two masted square riggers, one of which each ticket holder will be given on arrival. You will also be given a sail with your name on. Simply attach one to the other, claim a place at a table and a meal will arrive when serving commences (whether you are there or not at the time).



Next month is of course our AGM and election of officers, followed by a short film on something to do with wooden boat building.

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

Davistown Putt Putt Regatta & Wooden Boat Festival

The weekend of 19-21st October marked the 20th Anniversary of the resurgence of this regional festival, with a successful Charity Dinner on the Friday evening and an informal Putt-About on the Saturday. However, a dismal scene greeted early arrivals on the Sunday after torrential rain overnight washed out the foreshore reserve and squally conditions were forecast for the rest of the day.



It was to be the culmination of 8 months of work by a committee of 7 people, led by Chairman & Treasurer Neil Mulcahy, plus the half-dozen volunteers who helped setup over the weekend, and the decision to cancel was obviously not taken lightly.

There were 40 boats entered - 36 Putt Putt's, 1 skiff, 2 other wooden boats on trailers and

a navy workboat, some having travelled interstate for the event. A major highlight was to have been the presence of the Sydney Heritage Fleet boats - *Protex*, *Macleay00* and *Banksia* - for a Sail Past and later joined by the Central Coast Ferries *Codock*, *Saratoga* and *Sorrento* plus all the smaller boats for the Grand Parade.

ne must also sympathise with the visitors and various stallholders



- Boat related stalls: 8
- Service (first aid etc): 4
- General traders: 61
- Kids Amusement: 4
- Vehicles/Car displays: 4
- Vintage machinery: 2
- Food related: 16

and of course the sponsors, all of whom support the festival charter:

"To promote an annual event to showcase Putt Putt engineering and timber boat skills in a family friendly, free to the public Festival, promoting and drawing on the camaraderie among Putt Putt enthusiasts and timber boat owners generally."

In addition, the aims of the Wooden Boat Association - *"To promote an active interest in all matters relating to the history, development, building, restoration and preservation of Wooden Boats"* has been adopted and in this context we can make a call-out to Central Coast Council, Central Coast Marine, Kincumber Sand & Soil, Andersons Boatshed, 2GO, Mitre 10 Kincumber, Davistown RSL, Bendigo Bank, Central Coast Motor Group, Ray White Saratoga. Support them back.

The 10th Anniversary attracted over 100 boats so start planning now to attend the 20th Anniversary which will now be held in 2019.



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



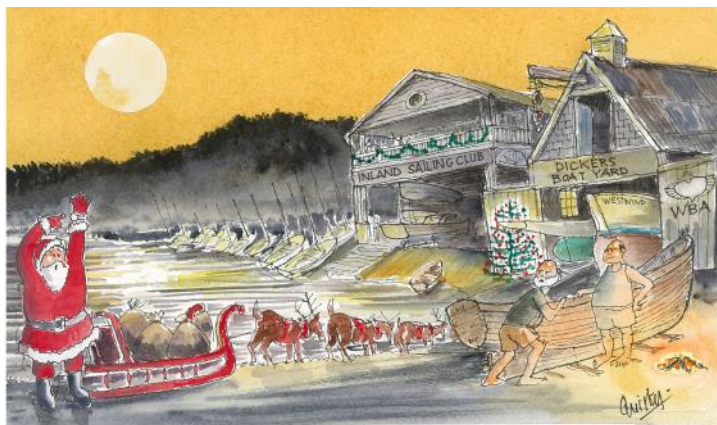
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Café and Boat Hire

Proprietors and hosts
Jonathan and Jane Bell

Festive Season Cards

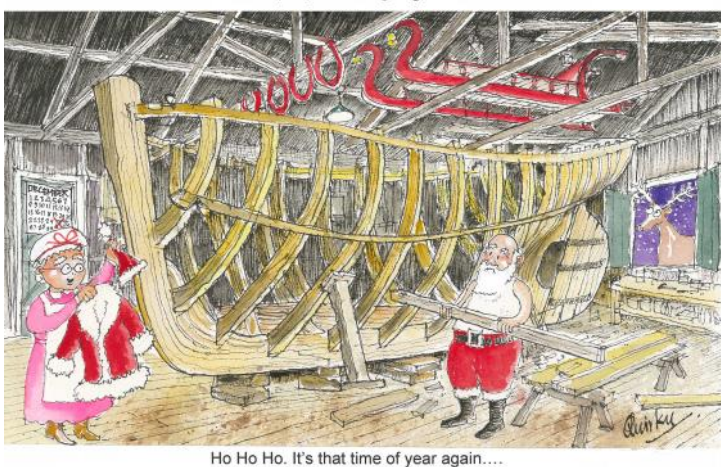
The WBA Committee have decided to produce some festive season cards in conjunction with Quirky, for sale to members. We should have them at the next meeting. Actual size will be 18.2 x 11.7 cm. Priced at \$3.50 each



They show up the same time every year, always in a blinding hurry and almost drink the lake dry.....



The insurance company is never going to believe this...



Ho Ho Ho. It's that time of year again....

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 are open

Shipwrights of Note Ian Taylor

by Phil Heaney

Ian Taylor is one of those men that you can't help but like and admire for what he has done in his life.

He was born in 1949 and grew up on the Sydney's northern beaches. Ian's father, Ron worked for the PMG and on weekends would work for Stannard Brothers at their headquarters at Circular Quay, servicing radios and other electronic equipment of ships berthed in Sydney. From the age of ten Ian would accompany his father on Saturdays exploring many of the exotic ships that visited Sydney in those days. After leaving Manly Boys High at 15, Ian was offered a job at Stannard Brothers slipway in Laven-



Cap Norte at Newport Boat Sales

der Bay. He was given the choice of becoming an engineer, shipwright, or painter. Although vague on what a shipwright was, others knew how good he was at woodwork and it became the obvious choice. Ian enjoyed his time at Stannard's. At that time, they serviced all the harbour launches, and built several line boats and service boats for the Stannard's fleet. With eleven employees it was a close knit and efficient work force. From time to time he would get to work with Mick Nesbitt and Jack Parsons, both highly regarded craftsmen, who did contract work for Stannard's. It was during Ian's time at Stannard's that they put him through a welding course which has accompanied him to the present day.

After leaving Stannard Brothers in 1969, Ian worked with Mick Nesbitt and Bill Holmes at McMahoons point building the fishing trawler, *Shera lee*. Around this time Ian was asked to be best man at a friend's wedding on Norfolk Island. He ended up staying on the island for almost a year. There he built two 16 ft launches. The locals would have liked him to stay, but he found living in a close community not to his liking and he returned home.

Ian's next job was at Griffins, in Mona Vale, where he helped build a 74 ft cold moulded cruiser called *Sundowner*. Cold -moulding is usually done with the hull upside down, but *Sundowner* was to big to turn over, so she was built upright.as a result the men were covered with glue dripping on them every day. After a short time at H.M.G. (across the road from Griffins) Ian, after a suggestion from Dave Warren, went to work at Newport Yacht Basin. While there, he built a 28ft Eric Junior, a Herreshoff double ender and a quarter tonner called *Okka* which went on to win the Australian



Miss G built at Bathurst

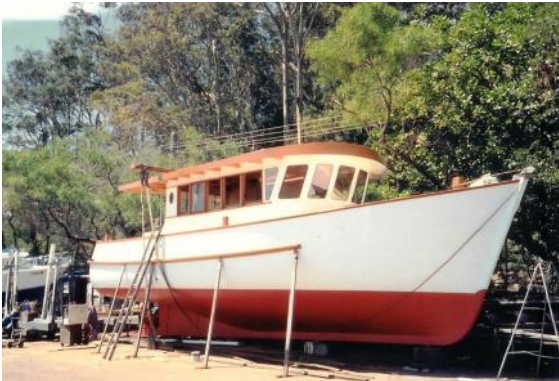
Quarter Ton Championship. On weekends, Ian would plank boats for Billy Holmes. By this time, he had bought his own house at Collaroy Plateau and was working seven days a week, (a routine he continues to this day).



frames, planks, ribs & feet

Holmes. By this time, he had bought his own house at Collaroy Plaeau and was working seven days a week, a routine he continues to this day). Ian's method of building was one I have not seen before. The keel, deadwoods, stem etc are set up in the normal way. He then uses steel moulds to form the shape placed about two metre centres. The planking is then put on and held temporary to the steel moulds with bolts. When the planking is complete the ribs are put in, and, while they are still hot, he drives the nails and clinches them. There is less likelihood of splitting the ribs when they are still warm. The ribs are boiled not steamed, a bit of sunlight soap in the water helps the process. He claims this is the fastest method of building a traditional timber boat. Another unusual feature, unique to Ian, is that he always works with bare feet. The reason is he can feel the timber better when bending in the ribs. His bare feet are now his trade mark (Actually, the only time he wears his one pair of shoes is when travelling by plane, or attending a funeral) His timber of choice for planking is Spotted Gum. He finds it lays in better than Oregon and holds the fastenings better.

Ian and his former Apprentice, Duncan Ritchie have designed many of the boats he has built. They are very smart looking boats with a bold sheer line, with stylish traditional wheelhouses and workboat honest and practical. Ian has lost track on how many boats he has built, but they range from dinghies, skiffs, rowers, yachts, workboats, and pleasure boats. Over the years he has put 12 apprentices through their time, two of them being his two sons.



Stringa at Careel Bay

Between 2000 and 2003 Ian worked between his workshop at Brookvale and Careel Bay, but since 2003 he has worked out of his work shop at Brookvale, with a brief interlude spent on a rural property at Bathurst, where he built another boat, the 30ft launch, Miss G. Ian now

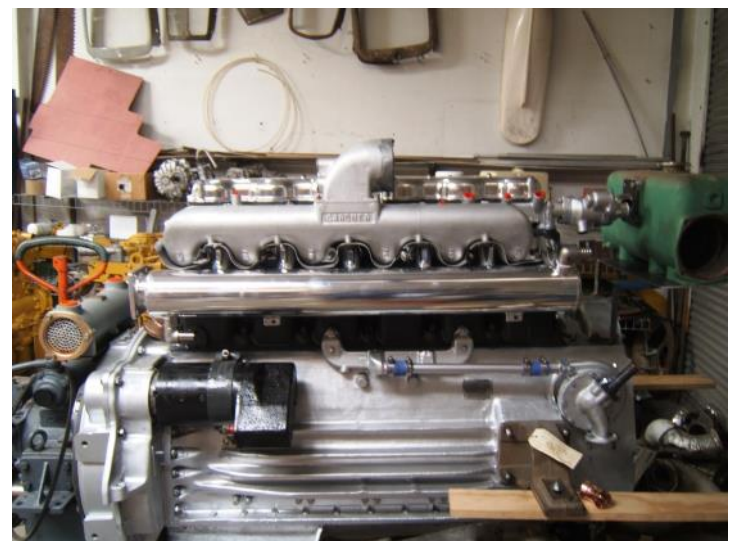


Stringa at Yamba



Kalinka

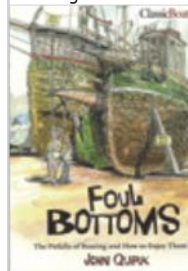
specialises in marinizing engines, making heat exchangers and improving existing systems. Recently he has started welding plastic tanks for specialised needs. Ian is not a sea going person, he loves building boats but that is as far as his interest goes. In his spare time, he works on his collection of vintage cars. Ian has two sons and a daughter. Who have given him a total of six grandchildren. He lives with his partner Jenny at Brookvale.



6LX marinised Gardner

Phil Heaney Shipwright.

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

Well our mild mannered President has got the whip out and all us contributors are licking our pencils and oiling our tripewriters to get the copy on



on the shed myself. This before I knew it was illegal and immoral and even dangerous to humanity. Will they make me take it off?

It is Sunday the 21st and as you can see this report is not yet on the editors desk. I just love living dangerously.

A last weather update. Octobers rainfall has climbed up to 29 millimetres due to very good rain yesterday. Today was sunny, calm and dreamy. Gilli was busy doing exacting work towards the floor insulation. Her tractor work is a little rough but most other jobs she undertakes done with typical German precision. If there were more like her we would all be speaking German now.

Now this is to do with wooden boats, especially *Westwind*. I will give you an idea of just how much she has taken a back seat since this house non-sense started. Number one: we have not had her out for at least 6 weeks, not even on the lake let alone in her true salt water element. Number two:

she was due to be slipped tomorrow, Monday. I postponed it for a week as the electrician is coming to wire the house and I am going to labour for him. She is not looking forlorn, though I would not blame her if she acted up. I will never forget the passage from Deal Island to Lakes Entrance when we made that fateful landfall. We were in company with a Tahiti Ketch for a short while until the weather came in. Thunder and lightning and a solid sou'wester. *Westwind* was in her element and over the hundred miles we made 7 hours on the Tahiti.

On a last note, which is luckily to do with wooden boats; I have been nominated and accepted into the committee for the next Paynesville wooden boat festival. I will be the expo coordinator, which sounds very important.

Cheerio to all and safe boating.

the editors desk on or before the 20th of the month. This kind of pressure is what we need....I mean that's *all* we need.

This month is about footprints. I suppose I have become conscious of our new footprint since the skyline has noticeably changed in the area of our address. With my own hands I have added four rooftops, two of which peak at 5 metres above the ground. Admittedly one of the rooftops belongs to the new King Billy Pine letter box. Incidentally, the very first letter that graced those 4 sweet smelling walls was Scuttlebutt.

If I was a high flying bird I would be dismayed at the diminishing natural land mass. However, we have planted a lot of trees and plan to plant a lot more. As afore mentioned we also have a few Huon Pine trees rocketing up.

Up until recently our footprint was a crisp wake and some fond memories. *Westwind's* electrical needs were totally solar powered, we carry 250 litres of water plus jerry cans and pump it all up manually. By necessity we looked after our water and gave thanks when it rained. I thought we might continue that same practice and philosophy on Anchor Downs but it seems it is not to be.

The sun pours down and fries the land, the rain falls onto roofs and is directed into stormwater out and away, the wind blows and blows and blows away. So much power we could harness.

Enough of that and please excuse me for using my honoured platform for venting my frustrations.

Could I say that I am enjoying Phil Heaney's shipwrights stories. The presidents report is also very readable. Thank you. It is also very handy that we have room for notes at the back of Scuttlebutt. All quality publications have this facility.

The astute would have noticed there has been no weather report and no progress report on the house building. Yesterday the temperature here was the same as Cairns and today was not far off. According to our rain gauge we have had 18 mil of rain in a month and very lucky to have had that. The progress on the house has slowed, mainly due to having to wait for two and a half weeks for a qualified professional to put our roof on. I cant tell you how frustrating this is especially having already put the roof

P.S.

Our little Huon Pine trees are doing very well, I have become fond of them.

The house has slowed a little but is still chugging along. I would much rather build in timber. The steel is noisy, cranky stuff.

Chris & Gilli Dicker



FOR SALE

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

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

FOR SALE

David Payne Cinema design

Replica of the first licenced fishing boat in Sydney harbour.

Built by President Shipwright Services,
Drummoyne



Name JLH



Length 5.8 metres, Beam 2.3 metres, Draft 1 metre

Engine: Sole Diesel 13hp, 3 blade prop

Tiller steering, Battery x 1, boat cover.

\$26,000

Frankie Minehan Mobile 0415 431 337

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.

John Frostell **\$59,000** 03 9380 9840

RESCUE BOAT PROJECT

Deceased Estate 3m plywood sailing/rowing dinghy. Built by German Shipwright about 30 years ago, only one owner. Regularly used on the Harbour until 6 years ago, always garaged. If you want more details (or you have any) please call Jon Bell



FOR SALE

DYNASTART: starter- generator. New, imported. **\$300**, o.n.o.

John Wagemans

0415 031 064

brabander53@optusnet.com.au

FOR SALE

Fingerclutch. perfect condition, suits most engines and will accept existing Blaxland clutch handle. **\$220.00**



John Wagemans, braeng53@optusnet.com.au or 4339 9653

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FOR SALE

16 ft Canadian Canoe. Western Red Cedar, 6oz fibreglass, Mahogany and silver Ash trim. 2 paddles



\$1600 ono.

Peter Widders 0415 583 794 pwidders@yahoo.com.au

FOR SALE

Classic 37 ft 12 ton Wooden Yacht Built UK 1937

\$40,000 ONO

This absolute classic Gauntlet design yacht is now available for sale in Sydney.

Built of pitch pine, oak, teak and mahogany, such a thoroughbred is rarely available in Australian waters. Her current owner sailed her out from the UK in 2005.

"Pukkabelle" has a rich history. Featured in 200th Edition of *Classic Boat Magazine's* top 200 boats – at No 138.

Built in 1937, she's sailed UK waters, the Baltic, then in 2005, across the Atlantic and the Pacific to Australia.

A long-keeled double-ender, built for strong winds and harsh conditions around the British Isles. One of 16 12Ton Gauntlet class boats built at Berthons in Lymington, UK during the 1930s and 1940s. Pitch pine on oak, with teak decks and mahogany interior.

A beautiful boat with a great provenance, she's now in need of a new owner ready to restore her to her former glory. She would be a very worthwhile project for a wooden boat enthusiast.

Specs:

LOA: 3'8"/11.2m

LWL: 30'6"/ 9.3m

Beam: 9'7"/ 2.9m

Draught: 5'6"/ 1.7m

Displacement: 12 tons

Ballast: 4 ¾ tons

Hull Profile: Long Keel

Designer/Builder: Berthon Boat Co., Lymington Hampshire UK

Build:

Hull: Pitch pine planks on grown oak frames and rock elm ribs

Deck: laid teak on oak beams

Superstructure: Teak and teak cockpit

Teak external trim. Externally bolted copper fastened lead keel

Mahogany bulkheads, lockers and cupboards.

Fractional keel stepped rig with Sitka Spruce spars

Running back stays

Roller furler foresail

Engine: Yanmar 3JH4, installed 2004.

Hull speed 6 knots, very sea kindly.

For more information email:

Jacqueline_warren@hotmail.com

Jackie – 0415 401 270



FOR SALE

Fibre Glass Dinghy. 1.9 m x 1.1 m complete with oars, rowlocks and painter. Very good condition.

\$350

Phone Dick 02 9520 7557 or 0414 452 075





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 2018

November 13th

November 19th

December 11th

December 17th

Annual General Meeting + Film night

Committee Meeting

HHA Award & Dinner

Committee Meeting

NEXT YEAR 2019

January 8th

January 14th

February 12th

February 8-11th

February

March 12th

June 11th

WBA Meeting, Gladesville Bowling & Sports Club, - Steve Brompton

Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club,

Australian Wooden Boat Festival, Hobart

Raft-up at Bantry Bay

WBA Meeting, Gladesville Bowling & Sports Club, - Ross McLean - Lightning

WBA Meeting, Gladesville Bowling & Sports Club, 2018 HHA Winner