

Scuttlebutt

October 2018



Believe me, my young friend, there is **NOTHING** - absolutely nothing - half so much worth doing as simply messing about in boats.
from *The Wind in the Willows*

Pic from Terry Lance
Repton Weekend



President's Report

Jon Bell

October 2018

After yet another Scuttlebutt delivery delayed by our federal postal service, our hard-pressed editor is committed to getting the printing done earlier in the production cycle, which of course means that any copy – articles, pictures, adverts etc (and yes, this column too) must be available earlier. The target date has been the 20th of the month preceding the edition (ie 20th October for the November edition) for some time but this has been allowed to vary with the date of the second Tuesday.

Not any more! Whilst general articles will always be published at the next available opportunity, anything with a time dependency such as adverts, event notifications or letters to the prime minister may be rendered obsolete if the 20th deadline is missed.



One deadline that cannot be missed is our Annual General Meeting at 7:30 pm on the second Tuesday of November at Gladesville Sporties and the October edition of Scuttlebutt is our vehicle for formal notification to members. All committee positions are deemed open and any member can stand for election to any position by sending a nomination form to the Secretary to arrive a week before the AGM. Existing committee members may of course nominate for re-election and at this stage most have indicated their intention to do so. Only if no nominations are received in advance for a particular position will nominations be invited from the floor. Informal recruitment to the TPC will also take place and enquiries are always welcome from anyone willing to help out on a regular or occasional basis.

The committee has decided to keep membership renewals at \$45 despite the increase in postage costs. However, the renewal form does have a box to tick if you're happy to receive Scuttlebutt electronically instead of a printed copy. This does help the Association but does not change the renewal fee. The form also has instructions on how to send the form back electronically if you wish to save on your own postage.

September's meeting was supported by not one but two guest speakers. Chris Cleary was a Hal Harpur double nominee in 2017 with one new build



and one restoration. His talk focused not only on the restoration of his veteran Australian Sailfish but also the restoration of the class itself, with several older boats being dusted off and some new boats being constructed. Pictured are components of his current new build from which the how-to manual will be developed. Not only a champion sailor but a champion organiser and presenter too.



John Capaldi was also a 2017 Hal Harpur nominee for his self-designed and constructed trailerable houseboat. Considerable engineering (nautical, mechanical and electrical!) skills were evident during John's engrossing explanation of the design process. Form, fit and function in a floating car-



The Wooden Boat Association of NSW inc.
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Your Committee

| | | | |
|---|---|--|--|
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|  Scan the QR code to go the WBA of NSW Inc. on the web. | |  Editor Chris Goddard 0414 447 007 email: editor@wbansw.asn.au |  Member Ross McLean 0425 330 560 |

van, including the aim to spend a lot of time on deserted beaches without having to row ashore each time. With his meticulous and methodical approach I'll certainly feel safer in an A380 if I know John is up the front!



Certainly both were worthy nominees and they must have caused the judges some sleepless nights. Many thanks for coming in and sharing your stories.

The Raffle prizes were won by Ross McLean and John Capaldi.




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The Wooden Boat Association of NSW inc.
www.wbansw.asn.au

Meets at the Gladesville Bowling and Sports Club,
the 2nd Tuesday of every month at 7:30 pm

The bag of wooden cleats donated by George Gear found a buyer. Still have some

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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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magazines, old sails and an aluminium mast.

All entries for The 2018 Hal Harpur Award have been received and the judges appointed. Thanks to the nominators for keeping tabs on the various projects and bringing them to our attention.

October's Meeting will be a Members' Projects Review Night – come and hear what's been finished, what has been started and what is gathering dust in the garage.

Davistown Putt-Putt-and-all-other-wooden-boats Regatta 20th anniversary event is on October 21st. There is a dinner on the Friday night and informal activities on the Saturday prior to the main event on Sunday. For more details contact Neil Mulcahy at puttputt.regatta@gmail.com. If you're going, thinking of going or want to know who's going, email events@wbansw.asn.au and we'll put you in touch with each other.

Hal Harpur Award & Christmas Dinner – The fliers were included with last month's Scuttlebutt. There will be spares at the October and November meetings but bookings close on Nov 27th. Stick it on your fridge.

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

WBA RIVER CRUISE IN COMPANY

NOVEMBER 2018

With the 2018 Timber Boat Festival at RMYC being cancelled this year, we have decided to still take *Matang* to Pittwater and the Cowan Creek area for some cruising during the time that the Festival was due to be held and for a couple of weeks after. I have spoken to some members and the indication is that there could be five or so boats still interested in coming along for some cruising in company. We will be staying the night of Friday 2nd November in Refuge Bay and you would be welcome to come along, where we can plan a program based around the Cowan area, or further if you wish.

Pls drop me an email if you would like to come at

robhardy@bigpond.net.au

We hope to see you,

Rob Hardy

Notice of Annual General Meeting

Our November meeting will be the Annual General Meeting. Under the Rules of our Association, should any member require a special resolution to be dealt with, our Secretary is required to provide at least 21 days notice to all members.

Rule 33

(1) Each member shall be entitled to appoint another member as proxy by notice given to the Secretary no later than seven (7) days before the time of the meeting in respect of which the proxy is appointed.

(2) The notice appointing the proxy shall be in the form set out in Appendix 2 to these Rules.

If you can't find your copy of the Rules of Association, contact the Secretary or the editor.

APPENDIX 2
(Rule 33(2))

I, _____ (full name)
of _____ (address)
being a member of Wooden Boat Association of N.S.W. (Inc) hereby appoint
_____ (full name of proxy)
of _____ (address)
being a member of that incorporated association, as my proxy to vote for me on my behalf at the annual/special general meeting of the association to be held on _____ day of _____ 20____ and at any adjournment of that meeting.

*My proxy is authorized to vote as the proxy sees fit in favour of/against (delete as appropriate) the following resolution:

(signature of member appointing proxy) (date)

NOTE: A proxy vote may only be given to a person who is a financial member of the association.

Have you booked for the Hal Harpur Award dinner?.



— — ON THE HORIZON — —

THIS YEAR 2018

October 9th
October 15th
October 21st
November 13th
November 19th
December 11th
December 17th

NEXT YEAR 2019

January 8th
January 14th
February 12th
February 8-11th
February 18th
February 23/24th
March 12th
April 9th
June

WBA Meeting, Gladesville Bowling & Sports Club, Member Projects Review
Committee Meeting
Davistown Putt Putt Regatta & Wooden Boat Festival
Annual General Meeting + Film night
Committee Meeting
HHA Award & Dinner
Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club, - Steve Brompton
Committee Meeting
WBA Meeting, Gladesville Bowling & Sports Club,
Australian Wooden Boat Festival, Hobart
Committee Meeting
Raft-up at Bantry Bay
WBA Meeting, Gladesville Bowling & Sports Club, - Ross McLean - Lightning
WBA Meeting, Gladesville Bowling & Sports Club, - Andy Green - Rigging
WBA Meeting, June 11th eting, Gladesville Bowling & Sports Club, 2018 HHA Winner

Shipwrights of Note Allan Cope

by Phil Heaney

Most shipwrights who have made a name for themselves have designed and built their own boats or built them for other people. There are others who are highly respected for their skills and are just happy to help their mates when needed. Alan Cope has never built a boat for himself, but he has been involved in many projects, and has often been the 'go to' man for advice or a second opinion.

Born in 1948, Alan lived in Lane Cove with his parents and sister and attended Lane Cove Primary, and then North Sydney Tech High. His favourite subject was maths which would stand him in good stead in later years. His father was in the Army Pigeon Corps during the war and he continued flying pigeons competitively all his life. On his mother's side there were two shipwrights. His grandfather was well known around the water front as Murray Cod and his uncle was Jack Connors.

It was a rough and ready time around the waterfront in the years after the war and Alan learned some hard lessons about life. After leaving school he got a job with J. James hardware in the city for two months, after which he landed a job with the Department of Agriculture as a junior clerk. His maths helped him score the job. After three months there Alan realised this was not for him and started looking around for other opportunities. A chance meeting with Doug Bignold, who had just finished his apprenticeship with Halvorson and Kessler, was the breakthrough Alan needed. Doug suggested he apply for a position and as a result Alan started his apprenticeship in 1964.

Halvorson and Kessler were situated at Careening cove opposite Paton's slipway. They were building 'Lake Master' cruisers and also some sixty ft 'Island Traders' for work around the Islands of the Pacific. Stan Kessler was the master shipwright with six apprentices under him. Stan's son Dennis was one of them, he was a year ahead of Alan. They became good friends but sadly, Dennis died in his second year from an unknown heart condition Stan was of course devastated, but he carried on with boys who considered



Al, taken at Waverton Gas Works around 1977-8 while Al was working with Bobby Marino on the "Laura-E" for Bobby Worrall

the two of them worked after hours to finish the boat. It meant a lot to

him a father figure. (I am honoured to say I was one of them.) Before he died, Dennis was building a clinker speed boat in Stan's garage. After an appropriate time, Alan suggested to Stan that he help him finish the boat. Stan agreed and



Al with Billy Bettini, at McLaren's Boatyard, Ballina, around 1972-3.

Stan and helped him with his loss, Stan was forever grateful to Alan for doing that. After three years of Alan's apprenticeship at Careening Cove Halvorson merged with Woodley's slipway and moved to Berry's Bay. Because of Alan's aptitude for maths he did very well at tech and topped his class in his final year.

Two years before Alan finished his time he knew he would be going into the army to do his national service. After initial training at Puckapunyal, he

was selected for training in the paratroopers and for the next two years jumped out of planes all over Australia. Fortunately for Alan, the paratroopers were not sent to Vietnam, although Alan insists he would have had no problem in going. After his two years Alan was discharged with a good record, and looks back with fond memories of his experience in the Forces. In fact, the Army tried to persuade him to stay in the army!

Alan's next move was to Ballina, where he got a job with Mc Clarins building 50 ft trawlers. It was here that I met up with Al again. I was helping deliver a 75 ft ex-navy boat to Townsville and we had found the stern tube had broken, so had called into Ballina for repairs. Alan joined the crew, we installed the new stern tube and set off again. More trouble struck when we were off Gladstone with a broken water pump. We had to drop anchor and Alan often reminds me how he had to get in the chain locker and belt the chain to make it run as it was a pile of rust. After being towed into Gladstone we found that it was going to take several weeks before a replacement pump would arrive, so Alan and I jumped ship and returned to Sydney. Over a beer at the Blues Point pub we decided to fly to England and try our luck there. After four days sightseeing in London, we ran out of money and had to find a job. We scored a job as carpenters working on the roof of the new opera house. This was the middle of winter, so we looked around again and got a job working inside with a firm doing restorations. Accommodation was found with some other Aussies, eight of us in a two bedroom flat! After six months of parties and work, I had to fly home because of family issues. Alan stayed on for five years, traveling all over Europe and Africa over the full length and breadth of the latter, returning to London where he always found work. It was during his travels that he found his true love in Gail, they travelled extensively together and were later married in Sydney.

Alan has helped to build and restore many boats, with Mick Nesbitt, (60ft 'Ballara 11' and the 60ft 'Symphony'), and with Jimmy Dempsey, on the 50 ft fishing party boat 'Escapade'. He helped put a laid deck on the 'James Craig' and did repair work at the National Maritime museum, and with Captain Cook cruises, the list continues. He has helped me with many jobs, one that comes to mind was a 40ft work boat which had a rotten stem. This turned into a major job with the entire stem and stem knee being



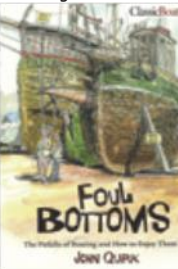
Photo is of Jimmy Dempsey, also at Waverton Gas Works, around the same time. Jimmy is sitting on the raised deck of the Laura-E and in the back-ground is Mick Nesbitt's Balara II nearly completed.

removed plus six planks. We were able to get a piece of 12 x 12 Iron bark from the old Darling harbour wharves, fashioned a new stem and had the whole job done in four days, ready for the boat to resume work on time.

Alan has now retired, but still answers the call occasionally when his special skills are needed. His son Toby is also around the water front working as a marine mechanic.

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

As well as writing this report every month I also look forward to receiving the Scuttlebutt in our new mailbox. When we first arrived at our empty block of land there was a cluster of mail boxes at the top of the road. We added the very last one. One of the residents campaigned the PMG and asked if we could plant our mail box's next to our gate. Out of 12 properties we were the second last to move. Strange how we can get some kind of block sometimes. I mean for years if I wanted to build something for *Westwind* I have had a milk crate for a work bench, minimal tools and always looking around to see if anyone minded. Now I have a beautiful shed and work bench with plenty of power and hand tools and I cant even build a letter box. I also have my fathers wood turning lathe on which he sculptured many beautiful artefacts. I am looking forward to setting it up and getting busy.

Not long after *Westwind* was launched I made two pin rails, which clamped to the rigging. These needed three belaying pins each side to belay halliards, topping lifts, lazy jacks, flag halliards & etc.

I asked my dear old mum if it would be ok if I fired my dads lathe up. He had passed away 9 years before. His little old wooden shed had been virtually closed up all this time and things were as my father left them. It would be fanciful to say there was still a job in the chuck but the floor was still ankle deep in camphor laurel shavings and things were pretty much as he left them when he threw the towel in. I had not turned anything since I left school, not even on this lathe but it did not take me long to sort things and turning my six lengths of teak into identical belaying pins was an experience I will never forget. An hour or so later I placed the turned objects on the dining room table. My mum was most surprised, "did you make them?" she asked, I had to tell her very truthfully, "well there was a bloke standing over my shoulder".

And now I can hardly believe I have the same lathe sitting on the floor of my shed waiting to be set up. I can only hope I will always have that calm, wise, unselfish, loving bloke standing over my shoulder still.

Meantime back on 'Anchor Downs' we have been very busy....throwing steel around and screwing it all together. Unlike the shed there is little or no cutting to do. You still have to keep an eye on the diagonals and levels and it all seems very floppy until you brace it all together. When you stand back and look at what you have been throwing around and up, there is certainly a lot of steel up in there.



My nephew Paul, who is a sailor and once owned a wooden yacht, drove all the way from Sydney to help me assemble and erect the roof trusses. He is a can do person, very talented and full of fun. We were very lucky to have his help and company.

Later....and not much later as things happen with frightening speed, the building inspector has been and given our floor and framework the tick of approval. We are now free to carry on and finish the house completely. This, however is impeded by a Victorian council 'sillyrule'. In Victoria even a builder, let alone an owner builder is not allowed to put his (or hers) own roof on. This has to be done by a *qualified roofing plumber*. Were it not for this *sillyrule* our roof would now be on.

Gilli has just returned from slashing the whole paddock, including 160 new trees. The photo does not show her champagne glass very well but even if we planted something on our vast acreage or had a herd of giant guinea

pigs we would still be champagne farmers.

The credit for the photo goes to Burnie Walsh who still owns and operates a wooden Broken Bay trawler, which he and I rebuilt and saved from a certain grave. Her name is *SANTA MARIA*. 1945.



Reflecting on my words above I do wonder about vocation. My first job was as a farm hand on a small dairy with very little future. It was possibly the best job I ever had. During a long period of adventurous and foolhardy travelling I had many jobs until I settled into a long distance truck driving career.

I could easily have been a farmer.

Chris & Gilli Dicker



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 |

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 cylin-
der diesel
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inventory
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sheathed
deck 2016
plus skylight
fitted
Raced with
SASC in Div 1
– good rec-
ord

reduced to **\$29,500**

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 metre, 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.

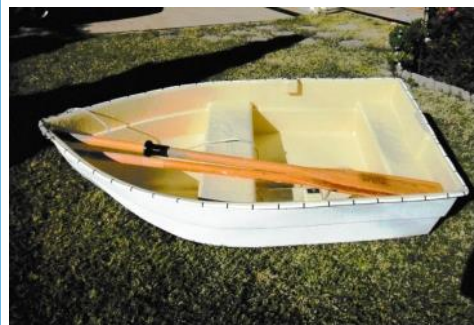
Interior includes beautiful Mahogany cabinetry and a living set-up that promotes a comfortable cruising lifestyle with galley kitchen containing stove and twin sinks, stowable dining table, cooling box, ample storage and a discrete 'head'.

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

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

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 en-



gines and will accept existing Blaxland clutch handle. **\$220.00**

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

FOR SALE

Outboard motor, Honda 2½ hp, 4 stroke. Good condition, regularly serviced.

\$350 OBO

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