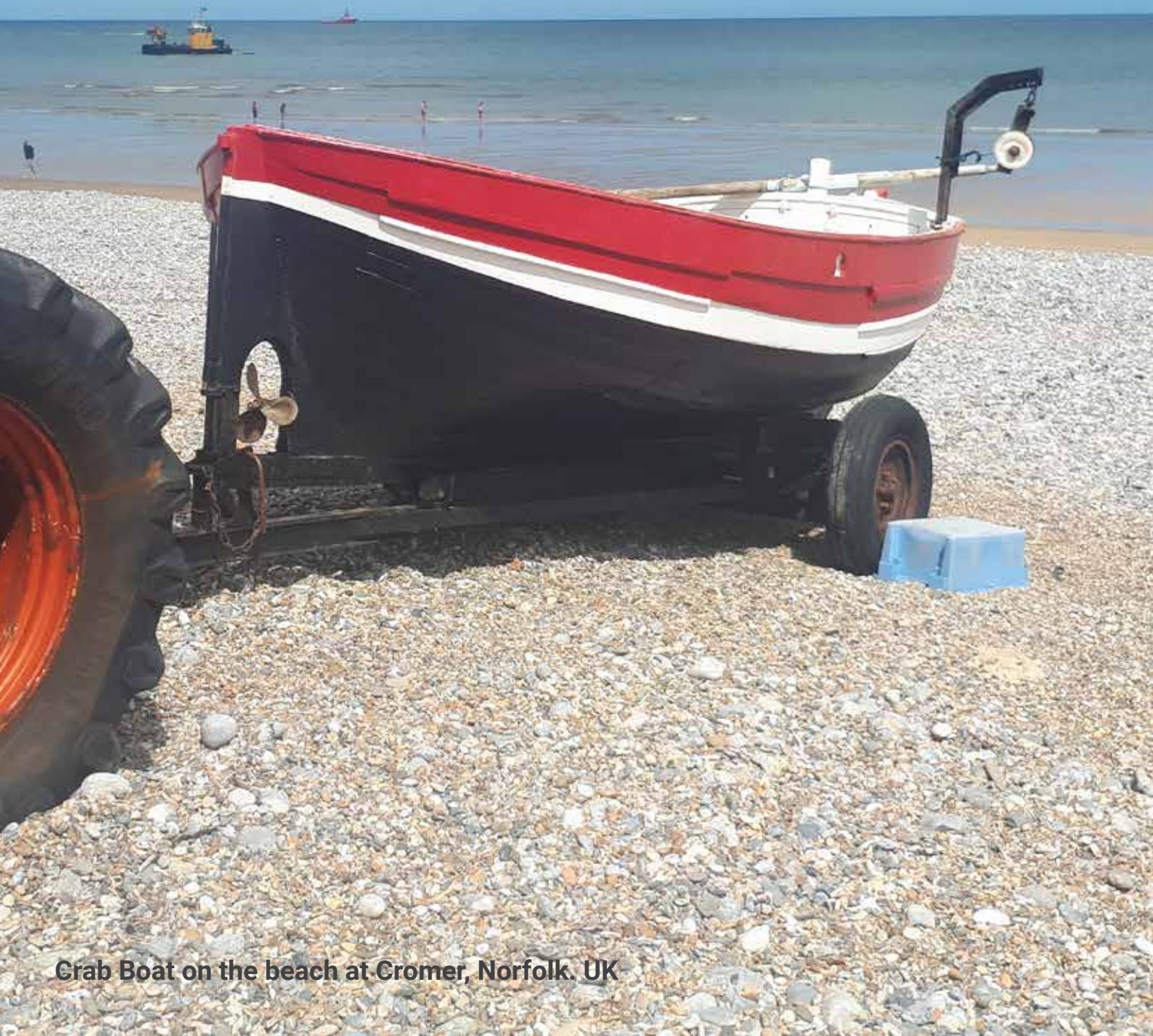


Scuttlebutt

MARCH 2020



Crab Boat on the beach at Cromer, Norfolk. UK

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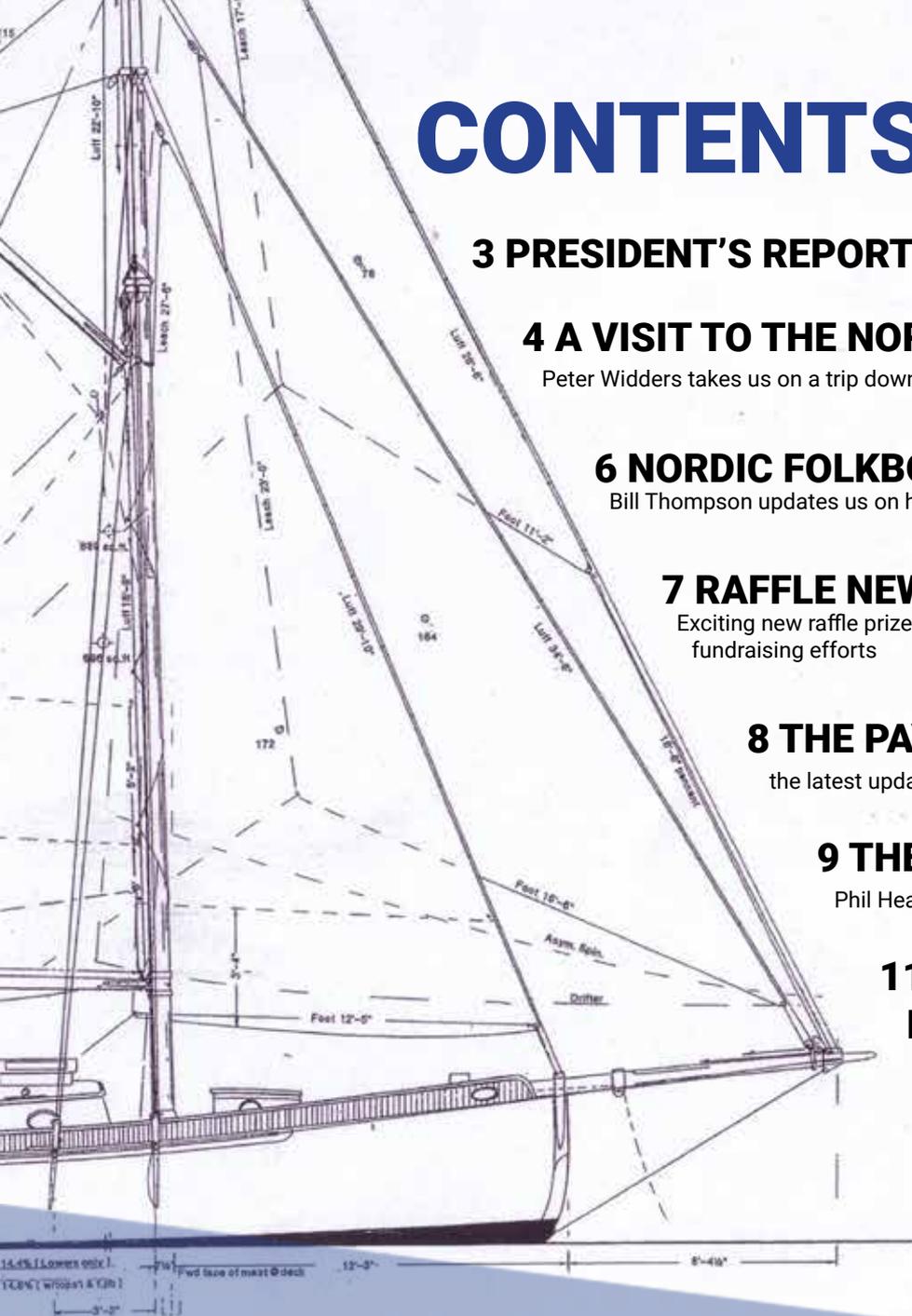
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Scale: 1/2"=1'



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PRESIDENT'S REPORT

Peter Widders
March 2020

This column is being written while at anchor in Bantry Bay, Middle Harbour on Friday, 21 February. We are in company with Monte Christo (Gino Coia and Chris Goddard aboard) Starlight (Dick Branson) and Slyph (Peter Matthews). The unofficial 'advance party' was able to stake out the shore space for the combined WBA/Heritage Fleet Barbeque to be held the next day. We also tested the BBQ supplied once again by Peter Matthews with an enjoyable dinner on the Friday evening.

The rain radar on Saturday morning showed a small 'blob' over northern Sydney; possibly centred on Bantry Bay, from the rain we had overnight. Protex and Boomerang duly arrived, along with a number of other WBA boats and the rain obliged by moving elsewhere.

Reports have surfaced of 2 WBA members taking an unintended dip into Bantry Bay: no confirmation or denial from this correspondent as what happens on the Bay stays on the Bay.

Paynesville 2020

The next event to involve WBA members was the Paynesville Classic Boat Rally (28 Feb – 1 March). The Paynesville area of the Gippsland Lakes is now home to our long-time correspondent, Chris Dicker. Chris and Gilli have now had their new home 'signed-off' and a number of WBA members are visiting to visit the new establishment. Along with a number of other WBA members, we attended the 2018 event and enjoyed it so much we are heading back for the 2020 edition. A report will be included in Scuttlebutt in the future.

Tool Donations

Several boxes of donated tools will be delivered to WBA member, Eric Simes on our way to Paynesville. Thanks to Tom Hughes for this initiative which aims to support the Eurobodalla Woodies. This group lost their building, all tools and timber in storage in the fires of New Years Eve. Eric is Secretary of the group. A big 'Thank You' to members who have donated tools: Chris Gear, Tom Hughes, Nick Lawther, Michael Coleman, Ralph Pickering. 'Apologies if I have omitted your name from this list.

Artwork Raffle

Last month's edition omitted the WBA bank details to enable tickets to be purchased for the artwork kindly donated by our April guest speaker, Hugh Cross. Please see the item about the raffle in this issue.

February Guest Speaker

Mitch McDermott, from Japanese Tools Australia Pty Ltd, gave a very interesting presentation on the making and use of Japanese Tools. Mitch has also generously donated a number of tools (chisels, saws and a hammer) to the collection going to the Eurobodalla Woodies.

At the February meeting, I mentioned a series of videos by a Japanese woodworker that may be of interest to members: You Tube – 'Ishitani Furniture'. The videos provide an insight into one woodworker's skill with both hand tools and machines. Highly recommended.

March General Meeting.

Committee Member, Ross Marchant, will present the story of his Halvorsen-built air-sea rescue boat, Oceanus. Until then, safe boating to all.



Ralph Pickering, (new member) Dave Giddings, Jon Bell and Mitch McDermott (Japanese Tools Australia)

A VISIT TO THE NORFOLK BROADS

By Peter Widders

The Norfolk Broads area of England was one we had not visited on our previous trip to the UK in 2016. As a famed boating area, it was one place that was high on the 'must-see' list.

We had travelled by bus from London to Portsmouth to see the Mary Rose, but for the trip from Portsmouth to the Norfolk Broads we opted for a car hire. This was to make the trip without multiple bus connections, as well as to facilitate travel around the greater Broads area.

Our base in the Broads area was a classy and comfortable apartment in Rackheath, only 200 metres from the local pub – a bonus! The town of Wroxham (and

Hoveton-St John just over the bridge) is a main centre for the Norfolk Broads. A quick explore of the town was followed by a 2 hour boat trip onto the main part of the Broads

The boat trip involved winding our way down the River Bure onto the main part of the Broads.

The area before the more open waters of the Broads was characterised by a range of house types: from 'Grand Design material to humble holiday cottages.

Images:

Right: The bridge over the canal separating Wroxham and Hoveton-St John.

Below: Even with covers on, the lines of this beauty stand out.



The Norfolk Broads Yacht Club is located on one of the larger parts of the Broads and conducts regular racing. The area is also very popular with tourists, both land and aquatic based. An interesting aspect of the popularity of the area was that the speed limit signage along the river was all shown as 5 mph: this was to ensure all river users knew what the limit was.

We saw a number of local watercraft of the sail and other propulsion methods. A number of historic sailing craft were particularly interesting.

A tip from the Captain of the tourist boat, led us to visit Cromer, famous for its local crab. This picturesque town on the north coast of Norfolk has a working lifeboat station and a proud history of many lifeboat rescues.

In a country not short of attractive parts to visit, the Norfolk Broads is well worth a stay. We only scratched the surface during our 3 day visit. Maldon, further south-east in Essex, is a wooden boat hub: maybe another time!.

Images:

Top right: Map showing the River Bure

Right: No sign of Kevin McCloud and his Grand Designs team.

Below Left: Local crab boat on the beach at Cromer.

Below Right: Motor boats were also popular on the river.

Bottom Row: Two of the last remaining craft of their type on the Broads.



NORDIC FOLK BOAT UPDATE

By Bill Thompson

The project started in May 2014 with lofting from a table of offsets.

Copper roves, rivets and silicon bronze fasteners used throughout.

The cast iron keel, spruce mast, boom and most fittings came from an old folkboat I imported from USA.

The interior, cockpit and sheer strake are varnished with Altex Timbercote.

Topsides will be Toplac Snow White with some yellow added to make it towards off-white. The folkboat to be called Isabella has a 48v electric motor with 5kWh of lithium ion battery storage. A 2:1 reduction dual V belt system drives the propshaft which exits on the port side to avoid the need for a rudder cutout.

Foredeck arrangement prior to non skid coating.

The furler a below deck type supplied by Bartels. Cleat is homemade teak and stainless in the traditional style. Jobs remaining are

- Caulking garboard planks to keel, filling screw holes etc
- Topside and underwater painting
- Standing and running rigging
- Measure up and order sails
- Measure up and order full length cover

Deck almost finished.

The deck consists of two layers of 6mm gaboon ply over laminated kauri beams. Margin boards and king plank are flooded gum. Epoxy fibreglass then Kiwigrip non skid. The hull is 16mm clinker NZ kauri, celery top pine laminated ribs and flooded gum centreline timbers. Cabin work is red cedar. Coamings and cabin sides are laminated from 12mm red cedar. Cabin roof has two layers of t&g red cedar with epoxy fibreglass sheathing, yacht primer, pre-kote and toplac. The main bulkhead is 6mm gaboon ply for structural strength with 10mm t&g red cedar laminated to each face.



RAFFLE NEWS

HUGH CROSS ARTWORKS

Our April, 2020 speaker, Hugh Cross, is an engineer, wooden boat builder and artist. Hugh has kindly agreed to donate a marine artwork as a raffle prize. The raffle will be drawn at the April general meeting where Hugh will be our guest speaker.

The artwork will be similar to the example above. Framed size is 57 x 44cm

The committee has decided to make raffle tickets available to all members.

Tickets \$5 each 3 for \$10

How to Purchase Tickets

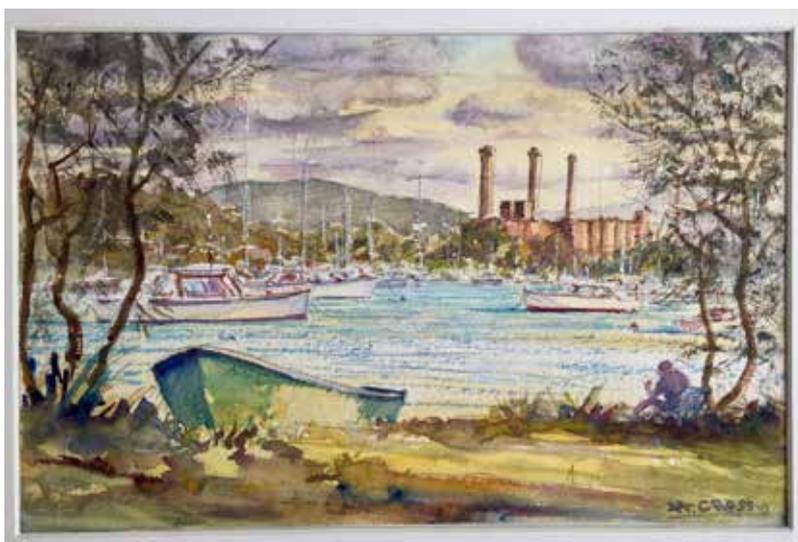
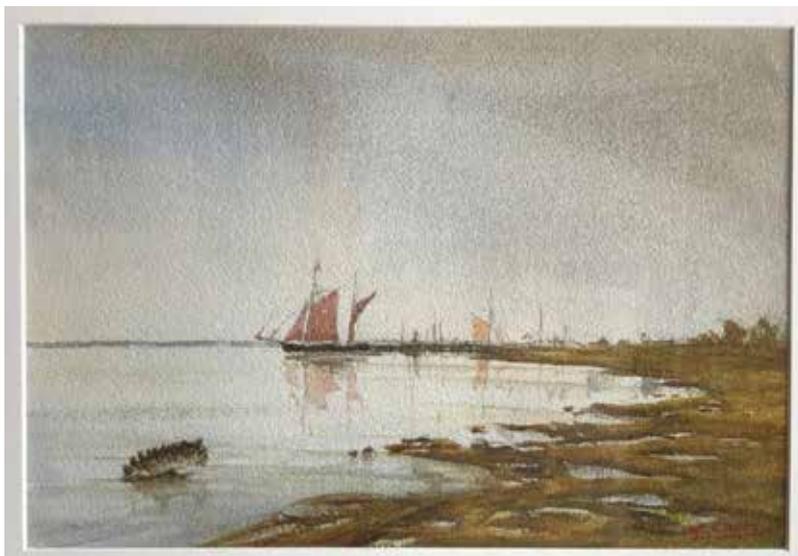
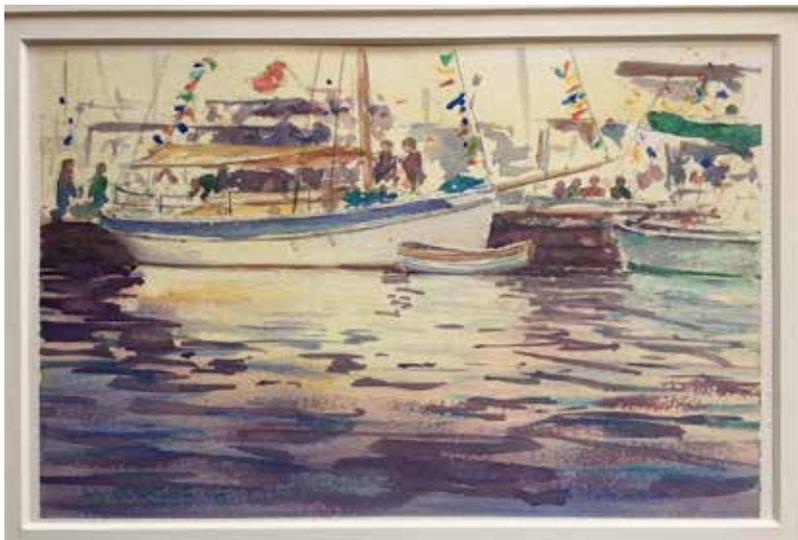
1. By Bank Transfer (details.....) and email to treasurer@wbansw.asn.au Include number of tickets required and name of member on Bank Transfer

2. By mail – chq to WBA NSW Inc (PO Box 884 Gladesville 2111) Include number of tickets required and member name/email/phone.

3. Tickets will also be on sale at the April General Meeting.

Closing Date – for mail/bank transfer – Friday 10 April.

All ticket purchases will be acknowledged and ticket numbers provided.



NEW MEMBERS

A warm welcome to new members:

Glenn Reynolds: Werrington – 34ft Yacht 'Free Spirit'

Ralph Pickering: Hunters Hill – 66ft Martindale syndicate member.

The Paynesville Report

By Chris Dicker



THE PAYNESVILLE REPORT

It is hard to believe it is already late February. We have filled the month up with all sorts of busy nesses. The house is finished and has been inspected by the surveyor and deemed to be occupy able.

He took all of 13 minute to inspect the whole property. Enough said.

And no more will be said except that Westwind came out of the water almost immediately after the house was signed off. She is out for her yearly short back and sides but also for a complete paint and varnish so she will be presentable for the upcoming festival.

A word on good paint. I last painted Westwind 7 years ago with International TOP LAC. The paint was still very good but after the miles she had done I thought it was time. I sanded the old paint with 120 grit paper and gave her a coat of International Precote undercoat. This one takes quite some time to go off especially in the humid conditions we are having at the moment. This I sanded with 240 grit and got my first coat of TOPLAC on today. It rained just after, which is obviously a payback for some mistemener long ago.

If you are using Toplac don't be afraid to put plenty of Penatrol in the mix. I am rolling and tipping of course. The roller is just to get the paint on and not TOO much, the brush is what gives you the finish. You can shape the finish in front of your eyes and with these modern paints they will do the rest.

It rained for only half an hour but with the run off from the deck it is enough to spoil the job. I came home in disgust and left the rest to what will be. Tomorrow is another day.

The Painsville slipway is run by the government ports authority and is virtually the only facility in town so they have no competition. You are allowed into the facility at 7.30 in the morning and you have to be packed up and gone by 4.30 pm sharp. No work allowed on Sunday. It is a very well equipped yard and most of the people are friendly and helpful but if it rains it becomes a quagmire and almost untenable. It is also expensive, which surprised me for a country slipway. When I say 'slipway' I actually mean travel lift. They also have a very large slipway.

I have to go now to pick our first pumpkin.

Enjoy your autumn, it is a wonderful time of year



THE NEW BOAT PART VI

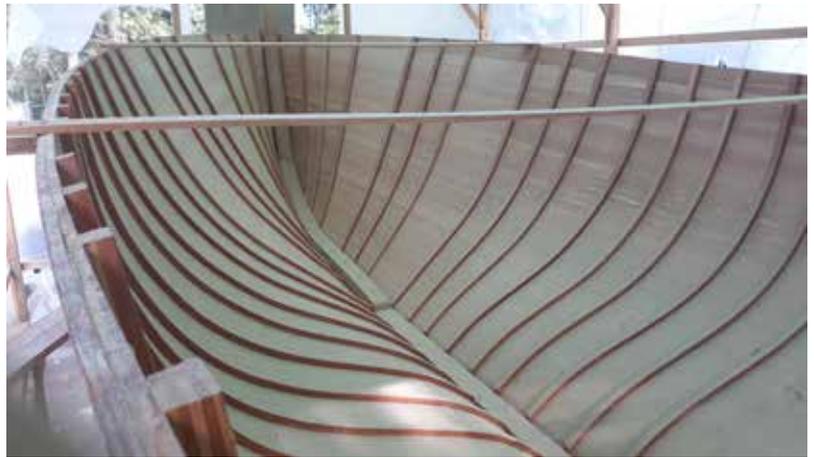
By Phil Heaney

Well the referendum has been finalised on the preferred design for the new boat, motor boat or motor sailor. The motor sailor won with 80% of the vote! Having gone over to the dark side 20 odd years ago I tended to favour the motor boat, but there is still a spark of sailing left in me and the design for the motor sailor has a certain appeal. Interestingly, many of the older generation said if they were younger, they would go for the motor sailor version, but age dictated that the motor version was more practical for them. It has been very helpful to get this feedback as I have reached a stage in the building where I am committed to one design or the other. Thank you to all those who gave their opinion.

Things have progressed since the last article, the planking is now all finished, sanded and faired and all the moulds have been removed ready for work to continue on the inside. I was told recently that the last plank to go in is called the 'whisky plank', something I have never heard of in all my years of building boats. Obviously,

there is merit in this tradition (if it is a tradition) and I am very happy to adopt it. So, on the day when no more daylight could be seen under the sheer strake several drams were consumed.

The next stage is to build a good set of steps to access the inside, the days of clambering up ladders are over for me. Some extra ribs are still to go in where some of the moulds were stationed. Then I will install the floors followed by the stringers, beam shelf, deck beams and bulkheads. There will be three bulkheads in this vessel, one a collision bulkhead behind the chain locker, a watertight bulkhead amidships, that will separate the engine room from the main cabin below, and a bulkhead aft of the engine room. The engine compartment will have access from the floor of the deck house.



The building shelter has stood up really well. We had 60 knot gusts here one afternoon and it hardly moved. The builder's plastic on the north side has all gone, broken down by the sun and wind, but having it open has helped on those really hot days we had in January. As well it had been necessary to cut holes in the plastic to accommodate some of the longer planks to bend them around the hull.

On another note. For several months now contractors have been bringing old wrecks into the yard for disposal, part of Roads and Maritime program to clean up the waterways. Most have certainly passed their used by date, both timber and fibreglass boats. But one day a very nice day sailor came in to be broken up. I had a close look at this boat and could see that she was quite sound, no water in the bilge but very run down, and something told me she had heritage value, but I could not put my finger on it. I asked the

contractor, "Who makes the evaluation on these vessels?". He said he did if they are under \$5,000 and the owners cannot be found then they are broken up. I told him that this boat should not be broken up as it is sound and may have heritage value. All to no avail, because they were into it with chain saws before I could do anymore. After some investigation and with Bruce Stannard's help we found the design was a Herreshoff. One he designed for his own use called the Alerion, a 26ft sloop. These splendid designs are much sought after and one of these sold recently in the States for \$84,000US. It is criminal that this type of thing should happen. We have lost a little bit of our maritime heritage to make room for the ever-increasing number of cloned ugly boats. On that note I will sign off.

Keep the wooden boats alive.
Phil Heaney Shipwright.



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 \$40 with a picture and text. 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.

FOR SALE

Timber 14' Fisher skiff, strip planked, epoxy-based fibreglass inside and out. Built about 20 years ago by my late husband, little use, excellent condition. \$600 o.n.o. Contact Pam Bellingham: 0414 953 879 Located Woodburn far north coast NSW



FREE TO A GOOD HOME

Partly-constructed 18' ply clinker trailable launch which my late husband was building using WEST system epoxy. David Payne design (Cinema, the lines of which are taken from the original LFB 1). - Contact Pam Bellingham: **0414 953 879 Located Woodburn far north coast NSW**



FOR SALE

"Epacris" Classic 18' Clinker Harry Dundon Putt Putt
18 Foot Dundon Clinker Classic - Well maintained & sound condition - New Camp Cover & Boom Tent/Sunshade - Yanmar GM10 @ 270 Hrs. Fully Serviced - Rebuilt Cabin, Hull Re-roved 1995 by Gerry Hendry - Moored Rose Bay Sydney Call Steve Tait Ph 0414 637 675 Price \$13,800



FOR SALE

"Brit" (Short for Britannia) Handsome ½ cabin clinker launch with pedigree. 19' x 8'4" x 2' Draft. Yanmar 2QM20. Queensland Beech on Spotted Gum frames. Built 1964 at Balmain by Wee Georgie Robinson for his own use. Matching sail, full cockpit cover and sun awning, wheel and tiller steering. Full history available. Moored Pittwater inshore just east of Byra (Riddle Reserve). \$25,000 - Graeme Proctor - 0448 539 825



FOR SALE

Seagoing Kayak for sale.
Brand new, never used. Strip planked red cedar, fibre glassed in and outside 2 buoyancy compartments 1 watertight locker, new adjustable foot stop (not installed) Includes instruction book, paddle and proper kayak seat. \$2200 ono design: Auk Designer Nick Schade John Wagemans 0415 031 064 or braeng53@optusnet.com.au



FOR SALE

"MELKIRDAN". 14 ft Red Cedar clinker putt putt powered by a 3hp Chapman Pup. Registered trailer included and all accessories, including sun awning, ready to launch. This vessel has provenance, built in Kiama NSW in 1934. Phone Chris 02 9819 6701. \$5,000



FOR SALE

Durden thick-nesser - 3 phase power. 350mm width bed; 2 speed feed. Spare set of 4 sharp knives. A good solid, older machine made in South Australia. \$1000 negotiable. Call Grant 0400844 716



FOR SALE

"Mixed Blessing"
Iain Oughtred Ness Yawl, Built 2004 by Chris Anstee Length 19' (5.8m), Beam 5' (1.6m) Trailer registered until Jan 2021 Price \$6,000 Located Northbridge Malcolm Boyd 0412 797 479



FOR SALE

11 Foot Solid Fibreglass Tender. Built by Muir's Boatyard Hobart as the Tender to Classic Yacht 'Patsy' 4 HP Yamaha 4AC & Watersnake SLW54/42 Electric. Lifting Slings. U/R Trailer. Canvass Cover, Lines, Fenders. 2 Buoyancy Tanks, 2 rowlock positions Located Rose Bay. Call Steve Tait 0414 637 675 \$620 ono



FOR SALE

Bracken' 1930s timber sail boat from Cairns, 20ft lod, gaff rig, as new sails, clear oregon spars, shoal draft keel, timber blocks, excellent ground tackle, Will need some repair work. In Wollongong on the hard. asking \$4000 but will consider all offers as this lovely boat needs a new caring home. Contact Stephen 0401604415



LOOKING FOR

I am looking to buy some older Stanley screwdrivers. These are single piece screwdrivers with a wooden handle riveted to the driver tang.
Peter Widders 0481583794 President@wbansw.asn.au



LOOKING FOR

I am looking for a 15 inch 3 blade bronze propeller with a 12 inch pitch, left handed.
Member name: Karen Portch
Phone number: 0427046363

Merchandise

Members are able to purchase/order items at a General Meeting or by email to the Merchandise Officer, Sally Ostlund, (salsonsquarerig@gmail.com) AND to the Treasurer (treasurer@wbansw.asn.au)

When items are not in stock, they will be ordered and advice provided about availability and delivery costs.

Stanley 220 Block Plane

The plane, donated by Chris Gear, has been restored and is in very good condition. This is a compact plane and a very good 'user'.

Price – \$90 ono

Flagstaffs and Wooden Cleats

Made by George Gear, the flagstaffs are made of a variety of timbers, including Douglas Fir. Sizes vary: 74cm (29 in), 970mm (38in), 630mm (25in) long. Some are equipped with a stainless steel ferrule for mounting. The cleats are approx 21cm (8 in) in length.

Price - \$25 per flagstaff
Cleats – 2 for \$10

Postage can be organised at purchaser's cost. Collection at a general meeting can also be arranged.
Peter Widders – 0481583794
president@wbansw.asn.au

New item



Short sleeved white Polo shirt
\$32





MERCHANDISE



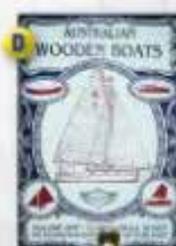
A



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

- March 6-9 Geelong Wooden Boat Festival
- March 10 – Ross Marchant – The story of a Halvorsen-built air-sea rescue boat – Oceanus.
- April 14 – Hugh Cross + Raffle of donated Artwork
- April 17-19 Canberra Classic Boat Festival
- May 1-3 - May Classic and Wooden Boat Festival, ANMM Darling Harbour
- May 12 – Ian Smith: Building a Ranger
- June 5-7 Timber and Artisans Show . Rosehill Racecourse