

Meets at the Gladesville Bowling
and Sports Club, the 2nd
Tuesday of every month

The Summer "special edition"

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Next Meeting

Jan 12th 2010

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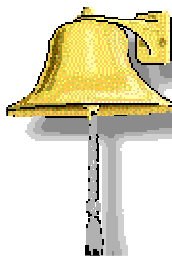
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Presidents Report



After examining and discussing the Hal Harpur Award entries for this year, the judges concluded that while portions

of the projects were appealing and met some of the criteria, none represented the level of excellence the award demanded.

The Rules provide for the Award to be withheld, if, in the opinion of the judges, no nomination achieves the required paradigm.

So, for the first time since the inception of the Award in 2002, there is no award. I know this posed a thorny dilemma for our judges but we have learned that all three were in agreement. Not making an Award is no doubt a more challenging decision.

Also a first to my knowledge, of the three entries received, one nominee withdrew from the competition prior to judging. It is hoped he may be nominated next year.

Thank you to the judges for devoting their time to this difficult and demanding

task.

I failed to mention at our December meeting that our 2008 HHA winner, David Hardy, (for restoring "Toby II"), was unable to attend as he was in Japan on business. David proved to be an excellent ambassador for the WBA and the Hal Harpur Award. During the year David and Toby II attended the WBA weekend at Darling Harbour, the Wooden Boat Festival in Hobart, Heritage Afloat on Lake Macquarie, the Working with Wood show, the Tea Party at Bantry Bay and the Newcastle Maritime Festival.

Vale John Gettens

At our last meeting, we were informed that one of our long term members, John Gettens, was in hospital. Sadly, I was informed the next day that John had passed away. I know that John enjoyed a lifetime of sailing and competition. He started in VJ's in the middle 50's and it was in this class that he started building boats for himself and for others to race. In both cases with a great deal of success. Due to family commitments,

for quite a number of years his sailing was confined to crewing and boat delivery, but in the early eighties, when sailboards emerged as a racing craft, John went about mastering this class. Never satisfied with the performance of factory built boards he built his own, light weight wooden craft, always on the fringe of the class rules. He became the Master Class State Champion and gained innumerable minor placings over the years he competed. Not bad for a guy in his 50's.

One of John's talents was the restoration of wooden boats. In this regard he purchased a broken down Diamond yacht and renovated it sufficiently to race it at Cronulla Sailing Club. It was only the lack of a crew game enough to go with him that prevented him from achieving greater success. (*Having owned a Diamond myself, I can appreciate the exhilaration he experienced*).

Farewell John.

Wishing all our members a great year in Twenty Ten

From the Editor *Jeff Clout*

after moving up the North Coast, it was a nice Thai and an early night, joys of being a shift worker. I had to be at work at 6.30am on New Years Day, ouch.

Yes Scuttlebutt is condensed this month, why you ask, It's Summer and everyone is out playing and gathering reports for next months edition. HINT!

By the way if your membership is due, this is the last hard copy of Scuttlebutt you will receive.

They say events run in threes I have moved, my poor footy, the hull got cracked in the move, my trusty computer that I produce Scuttlebutt on "failed to proceed" so some ads failed to appear in this edition, so please if you are one of these people can you resend them. I now have a nice new puta, Santa was nice. Have a great new year

Social Occasions *Robert Tullett*

Scott Andrew, the Events Coordinator at the Australian National Maritime Museum, has written to us to advise that the dates for the **2010 Classic & Wooden Boat Festival** have now been confirmed for the weekend of **Saturday 16 - Sunday 17 October 2010**. The ANMM will be seeking any suggestions, comments or recommendations from us early in the new year.

Tuesday January 26th 2010 Australia Day Regatta on Pittwater. Our most benevolent treasurer in an act of great generosity has waived the fees for regattas in 2010. If you completed a regatta form when renewing membership sailing instructions will be posted to you, if however you didn't and would like to participate give me a call.

On Australia Day, Tuesday 26 January 2010 the NSW Government will stage celebrations in Darling Harbour, The Australia Day Spectacular This years parade of vessels will commence at 20.10pm from under the Pyrmont Bridge in Cockle Bay. As vessels circle Darling Harbour on one of Australia's most beautiful stages they will be reviewed by the Governor, the Premier of NSW, broadcast live on Sky Television, contact the Event Coordinator Astrid Sadrinna on 9555 1222 or e-mail astrid@banksevents.com.au.

Pittwater News and Views and stuff

Some considerable time ago I produced an article for Scuttlebutt about a replica of the very famous Royal Yacht "Britannia" being built in Russia; I think it was when Alan Frick was editor. I often wondered if the project was completed and what happened to her, well the following article from Classic Boat of October 2009 explains all.

Replica Britannia: free at last

After three years of legal battles with the boatyard where she was built, the replica Yacht *Britannia*, started in 1994, has finally escaped the clutches of the frozen north of Russia to reach Norway and soon she'll be on her way to Cowes, *report Holly Hollins and Dan Houston*. The yacht was only released from Solombala Boatyard in Arkhangelsk after her owner Sigurd Coates went to the police. Staff at tile yard had allegedly told him that the 125ft (37.7m) yacht lying there was a different, new boat they'd built in three months itself an impossibility, but comically preposterous considering that the screw holes that remained from where the name had been removed still spelled out 'Britannia'. Mr Coates is now suing the yard owner, Andrey Dubinski, for £700,000, a process that could take another year or even longer.

Engine breakdown

En route to Norway, under Captain Esben Glad, *Britannia* suffered an engine breakdown in fog in the White Sea. The 24 hours without power proved nerve-wracking; the yacht is not finished and lacks a rig and all communications. (Incidentally, tile wheel is also temporary - *Britannia* will be tiller steered as original.) A day later, the engine was fixed and *Britannia* was on her way again. "It was tough," said Coates of the 2,000-mile trip, which ended on 24 July. "But this has been tile greatest project of my life. There'll be no more projects like this again!" There's no time for rest though: next May, the pine strip plank replica of the former royal racing yacht will come to take up her summer residence in Cowes, where she will spend some time every year, giving toms to the public. She must be ready by March for training the crew and conducting sea trials, ironing out any problems. The original *Britannia* was built to a GL Watson design in 1893 for the Prince of Wales (later Edward VII). She's now passed into legend, with over 600 regatta starts, a racing history that's probably unrivalled to this day, and a sail area of over 2,000m²



She was later owned by King George V, but ended her life unwanted and ignominiously Link near Alderney. Parts of the original were recently netted by fishermen; Coates now wants to make a film of the wreck

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WBA members may place a non-commercial ad free of charge if the member's name and phone no. Appear. Non-members are charged \$10 for a text ad (maximum 25 words). \$15 with a picture. Ads will run for two issues, members ads longer if you ask for an extension. Submissions close on the 20th of each month **NOTE** Items for free. **NO Charge**

For sale - 16 foot Goat Island Skiff (GIS)

Gracious Me was designed by Michael Storer, built in Mount Barker SA (Duck Flat Wooden Boats) and Sydney.

Launched in November 2008. Balanced lug rig (single sail with high angle sprit);

Boat and trailer complete - \$8,800 (Call Paul on 02 9144 3975)



For Sale

Make: Gaff Rig Sloop C.1925
"Barnacle" 23 foot, 9'3" beam
 Engine – single cylinder diesel
 Sail (2 tan sails) Reg exp 18/12/09
 HIN no. AU-WWA158402AL9
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For Sale

18ft*5.8*12" Launch, built in Tasmania in the 50's. Batten seam Carvel Construction of Huon pine over Huon frames. 6hp Simplex: has never had raw water through engine, always had a heat exchanger. Freshly painted an a good registered trailer. Ready for the water and summer fun. Cost \$12500 or best offer

John Dikeman 47392480



For Sale 25' Top Hat, long keel pocket cruiser in fibreglass. 13 h/p Sole diesel, new standing rigging, VHF, 27 meg, enclosed toilet, 50% ballast ratio, just slipped and antifouled. Bags of sails in fair condition. This may well be the first Tophat built by Geoff Baker. She is hand laid and very solid.

Needs a bit of a tidy up but a bargain at \$9,500.00. 0411518873

FOR SALE Wooden hulled, Enterprise sailing boat. A good holiday project! Solid boat with new deck and timber buoyancy tanks. Transom strengthened to take small outboard. At 13 feet long it is suitable as a roomy camping/touring boat. Much quality work done recently, including back to bare wood but needs paint and reassembly. Includes substantial trailer, in good condition, plus lights. Also wooden mast, plus sails, rigging, boom and fittings. Circumstances changed, so exceptional value at \$600:00, ONO. For further details contact Mac Story 024367772 macansue3@bigpond.com

For Sale Contact Ken Travers 0416048600

For Sale
 Emma-Jane LOA 19'6"
 Beam 6'6"

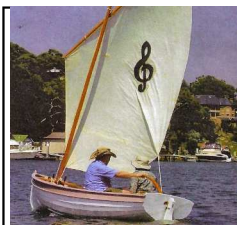


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\$25,000.00 Contact John Arnold 08 8342 5646, or 0429 811 397

WANTED Vire 6HP BVK or BVR. Any cond. or any parts to help restore the one I got. John Wagemans 0243697687



For Sale Sail-row-motor, 13'6" clinker ply boat, Yamaha motor, dunbier trailer \$6500 contact

Bruce McGowan on 98297139

Disclaimer

Opinions and advise expressed in this publication and the Association's meetings are those of the individual originator's only. The Editor and the Association's Committee do not necessarily endorse views expressed at such forums

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.

WBA merchandise

Polo Shirts	\$30.00	Australian Wooden Boat Book	
WBA burgee, small	\$20.00	(including postage)	\$15.00
WBA burgee, large	\$25.00	Rugby shirts, by order	\$45.00
Caps	\$12.00	Business shirts, by order	\$40.00
Enameled badges	\$10.00	Jackets, by order	\$75.00
Cloth badges, iron on	\$5.00	See Dick Branson at meetings or call him on 95207557	

Introducing Marine Rescue NSW

Marine Rescue NSW is a new force in Australian volunteer marine rescue services. It draws together people from the three existing volunteer marine rescue organisations in NSW to provide improved coordination of search and rescue, radio communications and boat safety education for the boating community. Until now, volunteer marine rescue activities in NSW have been carried out by the **Australian Volunteer Coast Guard Association (AVCGA)**; the **Royal Volunteer Coastal Patrol (RVCP)** and the **Volunteer Rescue Association, Marine Branch (VRA Marine Branch)**. These three groups operate a total of 56 accredited marine rescue bases along the NSW coast and perform almost 70 per cent of all rescues in NSW. Members of all three organisations have worked together to forge a single organisation for the future. There has been widespread consultation on the creation of this new service, which has attracted strong support from throughout the volunteer marine rescue community.



NSW has a proud history of volunteer marine rescue, thanks to the people who often put their lives on the line in atrocious sea conditions to assist others in need. The history of volunteer marine rescue in Australia dates back to 1937, when the Volunteer Coastal Patrol was first established as a support unit for the Royal Australian Navy.

In August 2007 the NSW Government announced a review of the service being provided by the three organisations. The review in 2008 by John Price consulted widely and found the existing structure of three separate groups had limitations. The ability of each organisation to recruit and raise funds was being over-run by the cost of their operations and training as well as the replacement of vessels and communication equipment, and there were radio overlaps and competition in fundraising activities.

Ninety-three per cent of almost 800 submissions to the inquiry supported the creation of a new co-ordinated marine rescue group which could rationalise marine volunteer activities and resources, and this was the main conclusion of the Price report.

Consequently in November 2008, the formation of a new organisation to be called Marine Rescue NSW was jointly announced by Ports and Waterways Minister Joe Tripodi and the Minister for Emergency Services, Tony Kelly.

Diane Beamer MP was named as chair of a Facilitation Group to begin the implementation of NSW Marine Rescue with a transitional period of two years. Formation of the new organisation was achieved in less than one year. On 1 July 2009, the Constitution of Volunteer Marine Rescue NSW was formally adopted by the Facilitation Group and lodged with ASIC. The new organisation is a company limited by guarantee under the *Corporations Act 2001* (Commonwealth).

www.marinerescuensw.com.au

Article courtesy from the internet

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