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Next Meeting February 9th

Peter Smith on 'Why I
want a Canal Boat in
France'

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The Australia Day Regatta *Lars Frostell, photos by Jill Langley*

Pittwater Australia Day celebrations

The organisers of the 2010 WBA Australia Day Pittwater Regatta, Bob and Barbara Tullett, had picked the best possible day in a week of so-so summer weather. Just in time for the start a soft, hesitant easterly under a clear sky brought patchy ripples across Pittwater. The staggered starts enabled most yachts to cross the starting line off Woody Point in an orderly manner and nose their way windward towards Stokes Point. The high bluffs west of Longnose Point, one third of the distance to Stokes, generally channel a steady little east/nor'easter along their shoreline, and creeping along this stretch on a starboard tack can temporarily make a skipper feel he is truly on the money. Way ahead of our boat, Asterisk, we could see Chris Anstee's little 19' yawl Mixed Blessings making sensational headway. Were you a skipper of a daring kind, though, you may have tacked earlier and taken a seemingly risky, long port tack towards the Eastern shore. Magic did so and was rewarded handsomely with beautiful lifts when she came back on starboard tack.

Our progress up to Longnose had been rather mediocre – many of the later starters had caught up and passed us – Guy Russell's Herreshoff ketch Rozinante among them. A whole clump of the fleet were now past Longnose Point and battling fluky conditions.

Drastic actions were required onboard Asterisk. We took a long port tack across to the eastern side, a hairy undertaking, since we were heading at 90 degrees to the course instead of 45. Off Clareville new breeze met us, we tacked to starboard and got beautiful lifting puffs all along the eastern shore which brought us back towards the leaders again.

The windward legs tend to be the more dramatic part of a race. Once you have eased sheets to reach or run to the next mark the fleet is often strung out one boat after the other, cooling drinks may come out, you may allow yourself to watch other boats (and shock/horror neglect the fine running of your own ship). An excuse for slacking off would be the most forgiving statement in the sailing instructions that "The Regatta is intended as a social race". That wording makes you feel comfortable, relaxed and happy, whatever degree of racing success you achieve.

From Stokes Point we had three legs with eased sheets, followed by a second windward leg and a run back to the finish. A number of crews were able to moor up in Lovett Bay after the race and take part in afternoon socializing at Lovett Bay Boatshed. The racing results were announced and prizes were given out. We wish to extend to the Michael Rich family our warm thanks for so

generously allowing us the use of their front garden for our get-together.

The undisputed winner of the race was Clive Gregory's beautiful Alan Payne sloop Fare Thee Well. A number of place getters were stood aside in the presentation due to not being able to be present in person. Thus Asterisk ended high up on the list, which may not reflect our true achievement and will probably cost us dearly in the handicapping. I hurry to extend the participants' thanks to our honourable handicapper, David Harpur. We also thank Bob and Barbara Tullett for planning and running the race and Tom Hughes for lending his ketch Lydenne as committee vessel.



the ship's dog aboard Rick Le Plasterier's boat

Lars Frostell Asterisk

Photographs by Jill Langley,

More pics inside.

Boat ventilation and the trials and tribulations of installing a vent

I have always been an advocate for plenty of ventilation in boats. All boats need ventilation, but most don't get it. Proper ventilation is important for both the maintenance of your boat and your personal comfort. Most of us with boats that have enclosed living spaces control the comfort side by having opening ports or fans, but when it comes to the maintenance aspect things can get a bit sketchy.

The last thing we do before leaving our boats is to secure and lock the hatches and doors or put the cover on. This is when problems begin. As a result of the difference in temperatures between water, air and hull surfaces, the unattended boat is constantly generating moisture inside, promoting an ideal environment for mould, mildew and musty air. These temperature differences vary as the day progresses and the process is accelerated when the climate is humid.

Boats that live on trailers in the backyard should be covered and as such, also require ventilation. Proper ventilation is more than moving air. It should equalize the humidity level inside and outside the boat, preventing damage to interior fabrics, electronics, wood, metal and fibreglass.

A good test for adequate ventilation is have a good whiff of the inside of your boat immediately you open it up. If it doesn't smell absolutely sweet, improve the ventilation.

While I have modified all the hatches on my boat to enable them to be closed and locked in a 'ventilating mode', I still found that there was insufficient air movement through the boat. Some years ago I purchased a solar powered ventilator, installing it on the aft lazarette and set up in the 'exhaust mode' on the basis that it would draw air from the front of the boat and out the aft end. It worked a treat but unfortunately, I opted for one of the 'more economical' versions currently available on the market and it didn't last more than about two years. Since I was then convinced that it was the answer to good ventilation on a closed up boat, I replaced it with a more expensive brand. Unfortunately, the new brand required a smaller diameter hole and markedly different fixing centres but I was able to securely install it without too much trouble and cover the existing fixing holes.

Ten years down the line, it too has now failed. The same brand is still available, but not the same model and of course the new 'upgraded' version has a different sized vent hole and different fixing centres. The time has now come for some serious work on the hatch cover of the aft lazarette in order to install the new ventilator.

Yes, there is always something to do on boats.

An email received, something to think about

WATERCRAFT MAGAZINE DISCUSSION We have received an email from Andrew Cohen, the President of the Wooden Boat Association of Victoria. Traditionally Watercraft has been published in Victoria and was started here by David Bamford over 20 years ago, then Steve Burnham and Derek Williams and finally Jenny Stott. All of whom I'm sure you will agree have produced an excellent magazine over the years.

I'm about to suggest that we all commit to producing Watercraft for 2 years each to keep it fresh, variable and evenly weighted in both content and effort I'm looking for a show of support from all states regarding both Literary and Physical support and effort so Watercraft can continue being a useful, relevant and entertaining medium to capture and report all our states news, festivals, editorial, biographies, histories, maritime and nautical anecdotes in one concise publication for all to see and enjoy. Decisions to be made are-

- 1 Should Watercraft continue?
- 2 Which states will support the production?
- 3 No. of editions per year, currently 4
- 4 Whether the magazine ends up on paper and/or electronic?
- 5 Revenue recovery, currently 600 copies @\$1.50
- 6 Any other suggestions

Ponder these questions, as the President will seek feedback from you, the Association members, at our next meeting.

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Pittwater News and Views *Bob Tullett*

When I first saw "Faerie" up close I estimated it would take about eighteen months of weekends, holidays, long weekends and the occasional stolen week, plus some professional help to complete the job of restoration, it took closer to forty months before we were sailing.

I purchased a very elderly Heron in September 2008 with the intention of restoration and giving it to my grand children for Christmas. Well its only a plywood dinghy surly three and a half months of spare time effort would be ample time, it didnt make Christmas 2008, thankfully the little darlings were unaware of the project.

Throughout 2009 I plodded on in my spare time until retiring in September when more time was available. It was sitting on its trailer on the children's lawn when they woke up on Christmas morning 2009 .



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Social Occasions

An open air film evening at Bantry Bay is being aranged for a **Saturday evening in April.**

The Timber and Working with Wood Show will be held at the Horden Pavilion **18th 20th June.**

Queens Birthday Regatta Pittwater **Sunday June 13th.**

Last but not least the **Wooden Boat Festival** at the Maritime Museum in **October.**

From the Digital Archives

National Library of Australia

Rowing on the Darling
River at Wilcannia , New
South Wales 1886

Photo by Bayliss,
Charles, 1850-1897

<http://nla.gov.au/nla.pic-vn3968420>



National Library of Australia

nla.pic-vn3968420-v

. [Views of scenery on the Darling & Lower Murray during the flood of 1886](#)

This photo tickled my fancy as I was in Wilcannia 2 years ago and the Darling River was a dust bowl
the editor

More photos from the Australia Day Regatta



– Bob Major and Dave Hutton on board 'Sienna'



– 'Faollean' (owner Morgan



Skipper Clive Gregory with the winning 'Fare Thee Well' crew



Alice Gregory with Australia Day cakes



It was a hard days racing!!!!
Its hard to get good crew.

Special Event

Variety Club Classic Boat Regatta

Fun boating flotilla to help needy kids

Sunday 28 March 2010

Special needs children are set to be the winners when vintage putt-putt boats and classic cabin cruisers take to the water for the sixth annual St George Motor Boat Club's annual Variety the Children's Charity Classic Boat Regatta is held once again at the club on Sunday 28th March 2010. With the proceeds going to Variety to help sick, disadvantaged and special needs children.

Hosted by the St George Motor Boat Club this event/madcap regatta has become a 'must do attend' for club members, owners of classic boats, with activities getting underway on the club marina dock from 9am with the regatta forming up at the Motor Boat Club and take the start at 10.30am. The Regatta is a complete fun day out for the whole family, and as well as a chance to see a flotilla of lovingly restored historic and classic vessels on parade, there will be plenty to see and do both on and off the water. Activities include live bands, hot rod and model boat displays, food stalls and charity raffles as well as Super Hubert, Australia's wackiest award-winning children's magician.

We encourage you all to attend as it is an opportunity to catch up on all of the latest news and fishing info' as well as subscribing for next year's competition and obtaining your calendar.

FOR SALE. 32ft MOTOR SAILER This vessel's plans were originally spotted in the 'US Yachting' magazine in the late 1950s by the original owner. Many letters were exchanged between Australia and Canada and the plans were purchased. Pipe Dream was subsequently professionally built and launched in Sydney in 1962. The owner found the combination of strong sea going capability under sail or motor and large comfortable cockpit made her perfect for trips between Sydney Harbour and Port Hacking as well as entertaining. Pipe Dream underwent a significant refit in 1989 by the present owner including replacing the original diesel, updating the galley, head and cockpit seating. Much admired at all of the Sydney Wooden Boat Festivals. Length 32ft 6inches. Beam 10ft 8inches. Draft 4ft. NZ Kauri hull. Teak coach house. 55hp Perkins. Full inventory & photos on request. This is a super entertaining boat with its huge easy access ice chest, plenty of bench space, roomy head and a level cockpit big enough for a party! Moored on Sydney Harbour originally from Port Hacking. \$70,000 Contact Andrew Cutbush Ph 0412065261 andrewcutbush@bigpond.com



Take Care – Be Prop Aware: a campaign to combat boat propeller injuries

Ports and Waterways Minister Paul McLeay today announced the start of the 'Take Care Be Prop Aware' campaign to reduce boat propeller injuries.

Mr McLeay said NSW Maritime records showed five people had died and 46 had suffered injuries after being struck by a spinning propeller, an impact known as 'prop strike', in the past six years.

"These injuries can be devastating. The fact they are preventable makes awareness of this issue vital," Mr McLeay said "Propellers may be out of sight, and therefore out of mind, but the hazards are very real."

"If you imagine coming into contact with a typical three-bladed propeller which spins at around 3200rpm and can make more than 160 impacts per second, you'll understand the high risk of serious injury and even death for anyone in the water near moving powerboats.

"A fast spinning boat propeller blade can travel from head to toe in an average person in less than one tenth of a second, causing multiple deep wounds. Boat propeller injuries, if not fatal, are usually severe and disfiguring, resulting in prolonged disability and permanent impairment."

Mr McLeay said the area around the propeller should be considered a 'hazard zone' and skippers need to be particularly vigilant when involved in towing sports and driving powerboats near swimmers or sailing schools and surf clubs.

"People who fall overboard are particularly at risk, especially those boating alone who may be run over by their own boat if they are not wearing an engine kill-switch lanyard.

Mr McLeay said skippers can consider technology such as wireless engine cut-off switches, propeller guards and alternative propulsion systems.

The Take Care – Be Prop Aware campaign features a highly visible and distinctive black and yellow logo with a large black propeller. Packs containing T-shirts, stickers for boats and brochures will be sent to 600 boating, surf life saving and other clubs to support them in spreading the word.

At a glance, basic safety advice concerning propellers:

- Keep all arms and legs inside the boat - not over the bow or sides. Bow riding and 'teak surfing' (holding onto the stern of a boat that is underway) are illegal in NSW.
- Inspect the area near the back of the boat to ensure the area is all clear before starting the engine
- Turn the engine off near people in the water as some propellers may continue to spin, even in neutral.
- Keep a proper lookout at all times when underway, especially when near swimmers.
- Stay out of designated swimming areas.
- Observe 'distance off' rules and keep clear of people in the water, passive craft and other vessels.
- Brief any person driving the powerboat on the risks.
- Wear a kill-switch lanyard when boating alone. A kill-switch lanyard is attached to the arm and stops the engine when pulled out.

More information on prop strike and general boating safety can be found at www.maritime.nsw.gov.au



FOR SALE

Wooden hulled, Enterprise sailing boat. A good holiday project!
Solid boat with new deck and timber bouyancy tanks.
Transom strenghtened 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 02 4367 7272
macansue3@bigpond.com

FOR SALE

Collectors take note
Tasmanian "Four Foot Two" model yacht
built in King Billy Pine with sails by master sail maker Dennis McGoogan.
Length over spars exceeds 7 feet (2.1m)!
A beautiful example of a class sailed in Tasmania around the turn of the 19th c
Great display boat, but also ready to sail.
\$6000

For more details, Tom Balfour
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FOR SALE KATE
Half scale version of Cmdr Ralph Monroe's EGRET, striking looking 14 ft cat ketch with retractable centreboard and rudder. Constructed in marine ply and epoxy. Unused, and offered for sale without rig.
\$4,000 ono Tom Balfour
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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 \$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

Georgina, 38' Motor Sailer in beautiful condition. 671 GM diesel (turbo). 4 Bunks, full Galley, elect WC Built out of Huon Pine and Kauri. Has full running gear included. Recently wone the Peoples choice award at the Wooden Boat show at RMYC

Price &85000 contact Rick on 0411624679



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
 Very attractive shape
 Contact: 02 9907 7747 or 0413 919 622
 Currently moored in Balgowlah,



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: Couta boat: 26'6" Unique vintage wooden original Lacco classic design, built by the master himself, with added cabin and small flying bridge.

Centre hydraulic steering, power anchor winch, inboard 20hp 4 cyl. Diesel motor.

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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

Koorinal4hol@bigpond.com

\$55,000 Valuation (negotiable)

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

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

Powered by a twin cylinder 8HP Stuart Turner with electric start. Carvel hull epoxy sheathed and sealed. Polished decks and interior. Beautiful finish throughout.

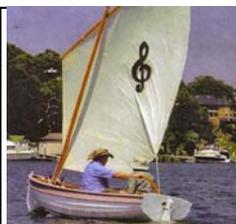
Full covers provided. Dual axle trailer.

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



For Sale

Inflatable tender, 1 1/2 hp motor as new, with pump cost \$950..00 contact Rick on 0411624679



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	

The Back Page

Did You Know

The Ensign and burgee should not be flown while racing, (although many clubs encourage the use of their burgee).

- A skipper is entitled to fly his or her club burgee on any boat in his or her charge - the burgee does not belong to the boat. Only one burgee may be flown at any time. If a skipper is a member of two clubs, the burgee representing the club or association organizing the event should be flown.
- Do not fly the national flag of any other country while underway unless sailing an Australian registered boat in a foreign country.

∞ Speaking of Burgees, New ones have been ordered for the WBANSW, they are being made from the "Royal Blue" as found on the Australian flag. The original burgees, we cannot get the cloth, manufacture ceased some years ago.

∞ **The Back Page** has been set up for you the members to write "**letters to the Editor**", topics are open but must be related to wooden boats.

Good luck to Paul Griffiths, about now he's in for an op on his knee.

∞ This is my first edition with the new computer, I managed to rescue some data off the old drive, that was not the critical thing, what I do miss was how important my emails and addresses were, they're gone, unretreivable. So If I missed your copy apologies

NEW MEMBERS

Christine Burrows - Chiswick
 Ronald Douglas - Merimbula
 Mark Jeffree - Balmain
 Geoffrey Ruggles - Kiama

For Sale 15' Putt-putt splendidly and lovingly restored. Hull epoxy sheathed to waterline. Majestically propelling this fine craft is a 4 hp CLAE BANTAM engine, fully and professionally restored. A classic craft for a mere \$8.500.- incl. reg. trailer. John Rasmussen 99992993, Cavan Lenaghan 0418404154

FOR SALE DELAMERE

This much admired Chuck Paine designed 25 ft double ended sloop is very regretfully for sale after 20 years. This award winning boat is cold-moulded with West System epoxy. She has comfortable accomodation for two below, and is easily handled with clear decks and Profurl headsail.

LOA 25', beam 8', draft 3'6", displ. 5600lb, powered by Yanmar 10 hp diesel

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