

MARCH 2009

Inside this issue

Presidents message	2
From the Archives	2
Pittwater News	3
Social News	3
Photography 101	4&5
From the editor	5
Mystra	6
Buy Swap and Sell	7

Next Meeting

10th March 2009

Guest Speaker

David Hardy

Hal Harpur winner 2008

Committee 16th March

Wooden Boats Association Of NSW Inc

PO Box 673 Forestville 2087

Email:

Smith_m_peter@yahoo.com.au

Web Site:

www.wbansw.org.au

President

Chris Goddard 95605192
0414447007

Vice President

Peter Gossell 95432408

Secretary

Peter Smith 98797095

Treasurer

Tony Curtis 94524166

Membership Secretary

Ross Andrewartha 47393706

Committee Members

Bob Ellis 95557293

Robert Tullett 99974073

Ross Mclean 0425330560

Phillip Turvey 0417657613

Jeff Clout

Scuttlebutt Editor

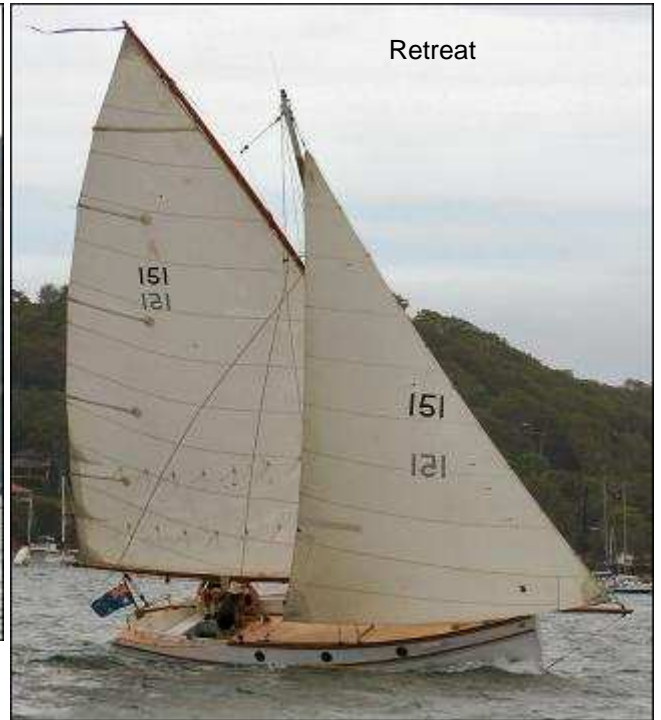
Jeff Clout 0408993026

editor@wbansw.org.au

Australia Day Regatta-Pittwater, *photos by Jill Langley*



Mixed blessing



Retreat

The weather was not kind, Although the breeze did pick up and the BBQ got rained on. See inside for all the results



onrush



Monte Cristo

If you missed this event, see inside as Brian Hunter is organizing the Pittwater Regatta on the 28th & 29th March. There will be a downloadable flyer for the event which will be on our web site <http://wbansw.org.au> Just click on the upcoming events page and you will find it.

President's Message *Chris Goddard*

Standing out from the crowd

Three of our members have suffered boating related mishaps in the last month or so. Our Vice President, Peter Gossell severely damaged a finger the week prior to his sailing to Hobart. George Gear, our longstanding *Scuttlebutt* folder and mailer, injured his leg and was on crutches for a period, but unperturbed still carried out the task for our February edition and yours truly suffering a back injury. I can visualise a meeting on hazard assessment and first aid in the near future!

I've had more time for musing with no prospect of boating over the past month or so. I have re-read all the boating magazines around the house and mulled over the For Sale columns. Withdrawal symptoms were rapidly becoming evident. Last weekend I felt strong enough to row out to the boat and hug my favourite mast.

There are many boat owners who insist that wooden boats have soul; that unlike their mass produced sisters, they are truly living beings. For the uninitiated, it is easy to be sceptical of such conceits and to dismiss them as merely romantic notions. Wooden vessels probably look better sailing, perhaps, but I don't think performance, comfort, or practicality are attributes that wooden boats exceed in. No, where wooden boats win is beauty.

Until just a few decades ago, wood

was the material of choice for almost all recreational craft, from lightweight canoes to sleek powerboats and luxury yachts. In today's world of fibreglass, high technology and mass production, these hand crafted vessels with their beautiful lines reflect the values and craftsmanship associated with fine classic works of art.

To have a boat unlike all others is to be distinctive in a classy sort of way: understated, civilised and a potential antidote to the stupefying sameness that seems to have paralysed the production manufacturers over the last couple of decades. Some years ago it was possible to tell one marque from another a league or two distant; now it's necessary – at least for me – to take a surreptitious squint at their logos to tell the difference. And even then, I often get it wrong. I observe that the owners of these more modern cetaceans strive

to stand out from the pack with oversize names and embellishments emblazoned along the topsides of their pride and joy.

In many ways, wooden boats symbolise the potential of mans' ability to transform and

create at an elemental level. And such symbols deserve a measure of respect. Certainly there are few opportunities in life these days to blend art, science and the natural world in so dramatic a fashion.

The Cockle Bay Raft Up will provide us with a great opportunity to get together, swap a few yarns and importantly, to demonstrate to the public the reward and rich relationships of wood and water. Polish up the brass and chrome; give the bright work one final coat. See you all at Cockle Bay.....



From the Archives *Mark Pearce*

The year is 1938, the location is Sydney Harbour just off Neutral Bay, & the occasion is the world 18' championships. Visible are 3 quite different boats competing: a Sydney 18' skiff, an M Class from NZ & another NZ class with a small bowsprit & large roach on the mainsail (Q class ?). The ferry behind would probably be carrying onlookers, & it looks like a nice north easterly for the day. Apparently the series was only held the once, & with overseas boats only coming from NZ. (thanks to Ian Smith for assistance on this photo)

Photo supplied courtesy of the State Library of NSW photoarchives, which can be viewed & ordered online at <http://www.sl.nsw.gov.au/picman/subj.cfm>.



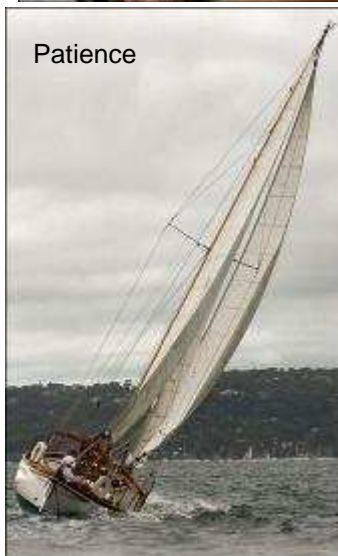
The Australia Day Regatta was contested on an overcast day that threatened rain, which eventually arrived when the racing was finished and the B.B.Q ing was about to start. It was a good day for sailing a little breeze for the start that built as the day progressed. Fifteen boats competed and many crews braved the rain to B.B.Q. ashore at Lovett Bay Boatshed, it was all very enjoyable.

Results

- 1 Nina
- 2 Penelope
- 3 Patience
- 4 Fleetwood
- 5 Rozinante
- 6 Mixed Blessings
- 7 Retreat
- 8 Summer Wind
- 9 Sylphine
- 10 Asterisk
- 11 Faerie
- 12 Magic
- 13 Onrush

DNF Eve Ellen-Monte
Cristo

A special thanks to Jill Langley who supplied the photos of the Aust. Day Regatta.



Social occasions

Cockle Bay Raft Up – If you have not already entered your pride and joy then get stuck in and do it right away, its on next weekend 7th 8th March, further details and bridge opening times are printed elsewhere in this edition of scuttlebutt.

Bantry Bay Christmas in July – The production team of Dixon\ Hardy are away enjoying the delights of Broken Bay, but I am assured by Peter Smith that planning is well underway and that Phil Turvey has volunteered his services, well done.

Pittwater Regatta over the weekend 28 and 29 March 2009

The annual Pittwater Regatta will be sailed over the weekend 28 and 29 March 2009 with different events for dinghies & keel yachts. Of particular interest for wooden boat enthusiasts the Classic and Wooden Boat division will be sailed on Sunday 29 March with a handicap start commencing from 12.30pm in the vicinity of the Royal Motor Yacht Club Newport and proceeding up Pittwater, returning to a finish in the same area as the start. Yachts wishing to participate, who are not listed on WBA Australia Day Pittwater regatta list, should contact Brian Hunter to receive full sailing instructions.

Brian Hunter phone 0417208830 or email brianhunter3@bigpond.com

Marine Photography 101 (cont. from last month) *by Ross Mclean*

Appeal is the next step, so practice taking photos that make the subject look appealing, beautiful if you like. Just as we humans have our best sides, (they are still looking for mine), so too do boats. The main aim of any photo should be to make the subject appear attractive or at the very least interesting or unusual.

Take a number of photos from different angles, and then sort through them using your photo editing software, or if you're still in the film age, sort through your slides or prints and save the best ones. I have a number of photo albums that feature a different theme in each one.



In most photo editing software packages on the menu or side bar will be the cropping tool. As Ross has explained, a very hand tool, more about this in future editions

See our web site for the full colour spread



These two images have considerably more appeal, even though they are still the same two lovely vessels. Recorded at the RMYC Pittwater in 2008. Thanks to Barbara and Bob Tullett, Helen and Lars Frostell for providing the subjects. By carefully Framing our subjects at the *recording stage*, we can save considerable time and energy later in the *editing stage*. **More on editing your photos later.**



While the image looks to be OK, the image below is much better, all from re-framing the shot. Simply by zooming in a little more on the subjects.

Recorded at the SASC Gaffers Day Regatta in 2008. Thanks to John Crawford for the invitation to attend and thus providing me with these great subjects.

From the Editor



They say a picture is worth a thousand words, this edition of Scuttlebutt is then quite wordy. Thanks to Jill Langley and Ross Mclean for their excellent photos. By the time you receive this hard copy of Scuttlebutt, Cockle Bay will be over for another year. At the time of writing this final preparations have been done and dusted and I look forward to seeing you there.

This month starts a new members project MYSTRA, by Greg and Kirsten Jackson, this boat has been featured in Australian Amateur Boat Builder. We will expand and show you more photos on the construction of this electric/wind powered vessel.

It is a small world G'day to Christine in Northern Ireland, she has found our web site <http://wbansw.org.au> and has sent me a nice email, it is getting to be a small world.

The Victorian Bushfires and the Queensland floods just goes to show you how diverse this continent of ours is. In a back handed way we are all affected, I overheard 2 timber yard workers discussing the tragic losses, plus all the native timbers, Alpine Ash, etc gone, **please donate to the Red Cross**

Mystra A members project - Gregory Jackson

This is part one of this story, in coming editions there will be more on the construction of Mystra

Boating and water sports have always been a big part of my family (I was even named after one of my dads' boats). But it wasn't until 2000 that my father announced his plans to build a boat - a Green Island 18 from Headland Boats. Christmas of 2005 finally saw the launch of this long-coming vessel, Mystra.



When enough of the boat had been made to start thinking about the motor, the idea of an electric motor was

considered as a possibility. Although modern 4 stroke outboards are a great improvement from the older 2 stroke motors, both of my parents are electrical engineers, so electric power it was. The Green Island 18 has a substantial rear deck with a waterproof locker under it - so rather than hanging an outboard from the stern (as was directed in the plans) my dad made plans to fit an electric OB in a well in the starboard side of the rear deck.

After the building had progressed to the stage where the size and shape of the available area could be accurately measured, the search for a suitable motor began.

Minn Kota is an American company that has been building electric motors for almost 70 years. They have a saltwater stern mount motor series that range in size from 40 lb thrusts to 101 lb thrusts. We figured the bigger-the better, however their 74 lb thrust motor was quoted at \$2200.00. As luck would have it, a second-hand 101 lb motor in perfect condition presented itself and at a mere \$1300.00, my father grabbed it. The motor was right at the top of what could fit under the rear deck and consequently lead to much head scratching and bad language as the motor well evolved. The motor, as purchased resembled a small petrol OB with a long shaft, a transom mounting bracket and the electronics mounted in what looks like a small power head with twist controls for speed forward or reverse. The motor drives the propeller directly so is located underwater when in use. Although the motor shaft is supposed to be indestructible my dad

wanted the motor to be able to kick up when the inevitable groundings occurred. He also wanted to be able to reverse the motor so we needed some way of resisting its considerable reverse thrust. As the boat had a transom mounted rudder it would not be necessary to steer with the OB.



Throwing caution to the wind Dad removed the power head and the mounting bracket and took a hacksaw to the shaft and reduced its length to 50 cm being careful not to cut the wires running up the shaft. He bolted the motor shaft to a pad of 22mm ply which is hinged to the vertical bulkhead inside the motor well. A hole was cut in the bottom of the well, in the shape of a large tennis racket to allow the motor to swing to the horizontal (see photo 3 and 4).



The ply removed was backed up by a larger piece of ply and can be placed back in position for travel or to fair the bottom when we get serious about sailing fast (hasn't

happened yet). This fairing piece is held in place by the motor's weight. Because the motor weighs a hefty 12kg, a 3 part block and tackle system is used to raise and lower the motor. The block and tackle can be removed for access to the motor. The power head was poked through a hole into the cockpit where it protrudes unobtrusively beside the tiller. To resist reverse thrust a small piece of the motor shaft was bolted to the moving part of the motor assembly. Before reversing a length of brass tube is dropped into this hole. This tube is sufficiently strong to resist the motor's reversing thrust unlike the 16mm hardwood dowel that my dad tried first which splintered when we tried reversing. In practice this is all hardly worth the effort as reverse After

checking with the helpful designer, Mike Roberts, the 3x12 v 130AH batteries were mounted centrally in spray proof lockers sitting directly on the floor which was strengthened with fibreglass. The battery compartments are big enough to take up to a 200AH supply if necessary. The batteries weigh 30 kg each and this replaces most of the designed 120 kg of ballast. Two batteries are on the port side and one to starboard. This balances out OK as both the motor and anchor are to starboard. A control panel is hinged above the batteries (see photo 5). This panel contains an isolating switch, a 60 Amp circuit breaker, a fuse for the 12v circuit, an ammeter, a voltmeter to monitor the approximate amount of charge left in the batteries and charging points to charge the 3 batteries. A 12 v circuit is tapped off and supplies 2 cigarette lighter type outlets mounted under the gunnels for mobile phone charging, GPS, lights, radio etc. Two high intensity LED's are mounted on the outside of lockers to show when the 12v and 36v circuits are on.

The batteries are charged individually from the 240v mains by 3 separate 2 stage 12volt chargers. Each charger has a maximum output of 12 amps which ensures that the batteries can be charged up overnight. Solar cells were not considered viable due to the small available surface area on the boat, their high cost compared to the cost of recharging from the mains and the fact that the boat is stored in the garage most of the time. At the moment electric propulsion is not a low cost solution; a small four stroke petrol outboard would be far cheaper but, for us the pleasure of gliding through the water with no sound is worth the extra money. Maintenance is low, starting is instantaneous, and there are no fumes and no residual oil and petrol in the boat. Many of the world's inland lakes and rivers are going hydrocarbon fuel free and an electric powered boat provides access to these waterways. My dad's choice of boat to build, the Green Island 18, has proved an ideal vessel for electric propulsion.



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



Masterbuilt 1967 Hartley runabout. All original, marine ply, good condition, has always been kept under cover. 20hp Tohatsu outboard which has been hardly used. Trailer also in good condition. \$5000. Ph: David on 0412 298 247 (after 6pm)

For Sale

"LORITA MARIA"

Built 1963 by

J.&M. Clist

Designer: Alan

Payne

5 Sydney-Hobart

Races

Fastnet Race

Bermuda Race

Trans Atlantic Race

LOA 39ft, BEAM 11ft 3" DRAFT 6ft 3"

DISPLACEMENT 9.5 tons

16 Sails

Contact June Smith 0295243309



FOR SALE

Thermo King refrigeration compressor 2 cyl. with clutch. NEW still sealed \$450.00

Air Fenders, through rope "Fendaire" USA ask for details and price all new.

Bilge pump, Whale Gusher 25, needs TLC FREE

Round spar approx 3" * 11ft long Teak \$200.00

Contact Roy Heine 0296603735 or 0427558269

From the Web *Jeff Clout*

Did you know that the Association has won about 10 different lotteries, been left multiple millions by overseas relatives and we have many friends in Nigeria who want to give us squillions of dollars, There is enough money for all of us to retire and grow old disgracefully. **DON'T respond** or reply to these emails, they are scams. They want your details to clean your accounts out, obtain credit in your name. the horror stories are out there, **be warned**. Often they will have viruses embedded into any attachments in those emails they will scan your PC looking for your credit card details etc (on line shopping or banking), **JUST DELETE, do not open them**.

You can protect yourself by ensuring your anti virus and firewall software is up to date. Get yourself a free email address e.g. hotmail, Gmail, yahoo, the list is endless. Most have excellent spam filters, use them. More on setting up email accounts next month.

Happy surfing, Jeff editor@wbansw.org.au

FOR SALE

Beautifully crafted wooden sailing boat. "Iona" is a ness boat designed by Ian Oughtred. Completed in 2004 & constructed of hoop pine, redgum & huon pine with epoxied ply lapstrake hull.



Incredible attention to detail including hand cast bronze fittings for mast cap, fairleads & rudder. Gunter rig with main plus jib. Fast & responsive to sail & easy to row. Includes custom gal. trailer. Very reluctant sale. \$13,500. Please contact Stephen mob:0404 332978 or (02)99860654

Summer Wind.

Designed by Doug Gilling, built by WBA member Ron Balkwell. Launched 1970, Oregon on spotted gum, & laminated Qld. maple frames (interior hull varnished), fast club racer/cruiser. Good accommodation & full head room 2002 Yanmar GM20 250 hours. At Brokers for \$25,000 for Special price & further details ring Bob Major on 0401 782 001



Ranger Class 26ft Kauri carvel, timber classic, "Seatune". 1950s with raised deck cabin added. Great family boat, Easy solo sail, furling hds! + self tail winches. Cockpit seats 8, Stern seats, sun covers. 27 hp Yanmar, 250hours. WC, can sleep 2 + 2 in cockpit. Sink, stove, cd/radio, depth sndr. Well maintained. moored Pittwater. Ph 0413 732 822 NSW. For spec sheet, pictures and info on Rangers visit www.seatune.com.au/seatune \$24,000.00

FOR SALE

HUON PINE

8 planks 35*198*5330 Air dried

price \$3100

Contact John Wagemans 43697687

WBA merchandise

Polo Shirts	\$25.00	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 95207567	

Disclaimer

Opinions and advice 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.

Drive Marine Services

User friendly; eco friendly boat building needs

Davey & Co.

Traditional Boat Fittings

Plywoods

Proof and Marine

Bote-Cote Anti-allergy non-amine blush. Australian designed & made Marine epoxy systems

Silicone Bronze fasteners

Largest range in Australia

Marine glues, Epoxy

Antifoul

Timber, boat plans, kits

Phone 0295335470 or 025944250

Mobiles— Dave 0412366998, Scott 0413400124

Bote-cote@optusnet.com.au

Castlecrag Marine

Traditional shipwrights specializing in timber structural repairs and workboat conversions

SLIPWAYS TO 35 TONNES
MOORINGS TO 21M
ALL MARINE SERVICE
POLYURETHANE PAINTING
YACHT BROKERAGE



Foot of Rockley Street, Castlecrag NSW 2068

Phone 9958 0425 all hours

LEAKING DECKS?

COELAN
boat coating

- Easy to apply
- Resistant to weathering & UV
- Highly elastic
- Permeable - lets wood survive
- Ready to use
- Crack-bridging



Available Australia wide:

Qumont Pty Ltd
(02) 9181 3244
(02) 9181 3467
www.qumont.com.au



ACN 002 202 881

Full Shipwright facilities.

Electrician.

Brokerage.

Cover Maker.

Upholstery.

Mechanic.

Wharf Facilities

34A St. Georges cres.
Drummoyne 2047

9181 3467
97198381 fax



LOVETT BAY BOATSHED

Your craft in our care is treated like our own

- | | | |
|----------------------------|--------------------------|----------------------|
| • Antifouling | • Covers and cushions | • Varnishing |
| • Interior cleaning | • Yacht rigging | • Spray painting |
| • Paintwork | • Surveys | • Electrical repairs |
| • Brightwork | • Topside refurbishments | • Upholstery |
| • Instrument installations | | |

*All work is carried out by
EXPERIENCED TRADESMEN
with only the
BEST QUALITY PRODUCTS
at competitive rates*

Special prices for Wooden Boat Association members

Call Michael Rich for free collection or tender

9997 7035

Scuttlebutt

Members Monthly of the Wooden Boats Association of NSW, Inc.
Return Address: PO Box 873 Forestville NSW 2087

Postage
Paid
Australia