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## Next Meeting

14th April

Mystery Guest Speaker

Committee meets

20th April

## Wooden Boats Association Of NSW Inc

PO Box 673 Forestville 2087

Email:

Smith\_m\_peter@yahoo.com.au

Web Site:

[www.wbansw.org.au](http://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](mailto:editor@wbansw.org.au)

## Cockle Bay - Jeff Clout

Cockle Bay 2009 was held over the weekend of the 7<sup>th</sup> and 8<sup>th</sup> March as part of the Sydney Harbour Festival.



A number of vessels arrived on Friday and by the time I got there Friday evening was, as they say "jumping". Peter Smith's boat Charita was the focal point and all deck space was occupied by people enjoying themselves and catching up. President Chris still feeling the effects of his nasty fall still managed to get the sails up on the run down from Drummoyne (single handed as well).

Saturday was clear and sunny and more vessels arrived taking the total to over 40 boats. When standing up on the bridge the view was magnificent as many of the boats had dressed for the occasion by hoisting all flags. During the day a steady stream of the passing public wandered through the marina to have a look and a few stopped to chat. Saturday evening we all gathered on the deck adjacent to the South Steyne for

drinks and nibbles. The committee out did themselves this year as soon as we were sitting comfortable a very large

Catamaran ferry pulls up and all the young men on board had no shirts and the ladies reliably tell me they had buff bodies (what ever that means). Then an estimated 200 women paraded through our group and boarded the vessel for a combined hen's night. Blokes like Don Roberts were doing their best to sneak aboard to be part of the



entertainment but with no success.

Sunday morning, we were joined by Harman from the Sydney Heritage fleet, which spent the day taking people on a short cruise to which the proceeds went to their preservation fund.

Mid morning the Navy Band set



up on the end of the wharf and proceeded to play some excellent music which entertained all.

At around lunch time there was a nice breeze favouring the run back to Pittwater and 3 sailing boats single filed out with the assistance of the bridge opening and they made their way north to home and from reports received had a very good trip.

A few boats stayed on to depart early Monday morning and that bought to an end another great weekend.

Dear reader an observation of modern times and the point in your life when you know you are getting older. Darling Harbour is a Mecca for people to enjoy themselves, both Friday and Saturday nights the place was packed. I thought I would never say this but in my younger days it was roving packs of men out on the town, now its the opposite.

Finally, if you have never been to one of these events it is well worth attending. I am gathering info re building a boat and some of the things that members have done to their boats eg finish, types of timbers, making use of space. The whole trip has given me lots of ideas. Time to extract the digit. See you at the next one. **Further photos inside**

# Presidents Message

**Cockle Bay** is over for another two years and a delightful event it was with flags flying and brightwork gleaming. The weather was fabulous, the entertainment was terrific and all participants enjoyed themselves. I can't remember all the boats that attended or the statistics I monitored over the weekend, but on the first night – Friday evening, we had 21 boats moored in the marina.

The accolades for the organisation of this weekend are to be directed to our Secretary, Peter Smith. Peter devoted considerable time negotiating with the authorities for the use of the marina and the requisite opening of the monorail for the tall masted vessels together with the Saturday evening drinks & nibbles at the South Steyne and the appearance of the Navy Band on Sunday. Peter, with his wife Gayle were probably the first into the marina with *Wayfarer* followed closely by their second vessel, *Charita*. Peter was able to produce 16 chairs from the 'back of his garage' for the band and Gayle managed to produce plate loads of sandwiches and beverages for the band.

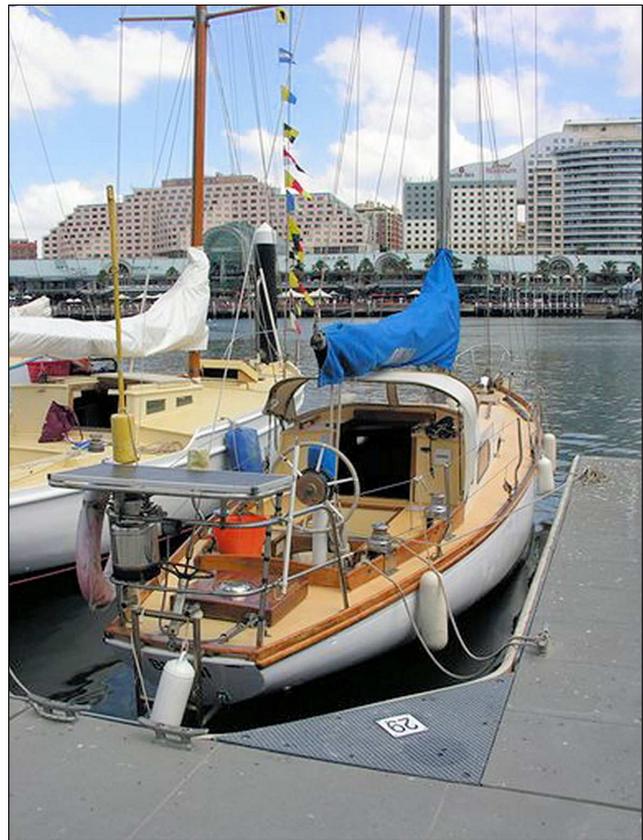
The Saturday evening entertainment on the South Steyne wharf with the impromptu foot and fashion parade proved to be the high point of the weekend although the demonstration by our Treasurer, Tony Curtis, on using a

bosun's chair travelling to the mast top also drew some attention. Some of our members, devoid of a boat, just rolled up, suitcase in hand looking for a bunk and were duly accommodated.

I understand that a few of our members are seeking a better understanding of 24 hour time notation prior to the next gathering.....

The Sydney Heritage Fleet inner-harbour motor launch "Protex " celebrating its 100<sup>th</sup> birthday, spilled out into Cockle Bay and added some colour and sound to the occasion.

At our last committee meeting there was some musing over the name of our get together. 'Raft Up' is not an appealing description for this event for some of our members so discussion was had on the possibility of a new name. I decided to do some research. A raft up is generally defined in most dictionaries as a collection of floating objects. Now I have to agree with those members, a flotilla of wooden boats should not be defined as a collection of objects. No, wooden boats are the souls of their keepers and need a



more descriptive noun. I throw this out to our members for comment. Here are some thoughts for contemplation:

A Presentation of Wooden Boats - A Celebration of Wooden Boats - Wooden Boat Festival - (a well used designation) - Wooden Boat Pageant - Carnival of Wooden Boats

Ah yes, there are wooden boat people and then there's everyone else.

## From the Editor *Jeff Clout*

As you can see from the lead story in this edition, Cockle Bay to me was a great time. I have written before that I am gathering information and doing the planning on building a boat, some weeks when the bills have got to be paid I think forget it, then I go to events such as our Cockle Bay and I come away fully enthused and keen to get building.

I wandered along chatting to people, looking at their boats, finding out what and how they have done it to get the beautiful finishes and then I sit down and talk to Don Roberts who owns 442 an ex

Navy "wet boat" as I used to call them when I saw them in action on Jervis Bay years ago. Here is, by nature a rugged, solid dependable work boat, there are no fine features but she will probably outlast the lot of us. Don showed me his photos of the repairs and restorations he did to get her back in action. This is where he and all the other boat owners had something in common, the strong sense of pride in what they have done to their boats and being very proud of what they have achieved, typically they shrug off the compliments with comments like,

they enjoy what they're doing "mucking about" with wooden boats . If you are like me, a newbie who would like to build a boat, go to these type of events no one will bite your head off, in fact its hard to get away they are all very keen to tell you how it was done, you will learn a lot of tips in a very short time, I was busy writing notes all the time. I had a ball. See you at the next one.

Next months issue will have a feature on Hobart and possibly Goolwa

Happy tinkering - Jeff

# Non Pittwater News and Views - Bob Tullett

I won't give my account of the Hobart festival other than to say it was wonderful, I will however report on a couple of activities that occupied Barbara and I during our ten day visit, both have a nautical connection although one is rather tenuous.

We had booked to fly by light aircraft to Bathurst Harbour but regrettably this was cancelled twenty-four hours before take off due to adverse weather conditions. Plan B was to join Bruny Island Charters on an Eco Adventure Cruise along the south of Bruny Island, where the Tasman meets the Southern Ocean. It's a wild uninhabited coast where we encountered Albatross, Seals, Dolphins and spectacular scenery. The boats are 12.5 meters rigid inflatable's powered by three 275hp outboard motors; it's possibly the fastest I have ever travelled on water. The organization was excellent and we had a wonderful day.

We travelled from Hobart diagonally across the island to the North West Coast passing through the hamlet of Derwent Bridge which apart from a pub has the "Wall in the Wilderness". Artist Greg Duncan has built a gallery in the bush where he is carving his Wall; it is a commemoration of those who helped shape the past and present of the Central Highlands of Tasmania. The Wall is carved from three meter high panels of Huon Pine; together the carved panels will tell the history of the region beginning with the indigenous people, to the pioneering timber harvesters, pastoralists, to Hydro workers and miners. It is a work in progress and when completed will be one hundred meters long, it really is a thing of wonder, the workmanship and attention to detail is outstanding. If you don't use this kind of timbers for boat building then the Wall is the next best thing.

## Upcoming Events

**The Working with Wood Show** is coming and will be held on the **19-21 June 2009**. The association are always looking for volunteers to help man the stand, contact Bob Ellis for further details

**Christmas in July at Bantry Bay** will be held on **18-19 July**. If you could not make the tea dance last year this is an excellent opportunity to enjoy yourself and partake in the Christmas cheer in a very beautiful location.

**Davistown** - October 31. **RMYC Wooden Boat Festival** - November 7-8

**Movies at Bantry Bay**, run by the WBANSW to be held over the weekend of 14-15 November

## Gladesville Bowling and Sports Club

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## Hal Harpur Award Nominations

This is an early reminder that nominations for the Hal Harpur award open sooner than you think. If you are nearly finished your boat or have completed it this calendar year think about nominating for the Award.. Entries close on the 30th of September, this allows for our judging panel to get round to seeing all the nominees projects, make their decision and its announcement at the December meeting.

## National Maritime Museum

Talk: At Sea to the Antarctic

Start Date: 19 April 2009 2.00 - 4.30pm Sunday 19 April at the museum

*Aurora Australis* is a research and supply vessel that makes a number of voyages each summer to reprovise the Australian Antarctic bases. Gary Wilson, deck officer for the past 5 seasons, describes the operation of the vessel - a typical voyage, weather conditions, sea ice and icebergs, cargo operations and encounters with wildlife in Antarctic waters.

Members \$15, guests \$20. Includes Coral Sea wine, cheese and James Squire beer.

Members Office: 9298 3644

Visit [www.anmm.gov.au](http://www.anmm.gov.au) for further information about their programs



# Toby II: Exploring Tasmania-*David Hardy*

On Friday 30th Jan after work, we left Newcastle- Destination: The Australian Wooden Boat Festival in Hobart, a trip which would become Toby's biggest adventure of his new life.

A sunny 45deg day on the highway through country Victoria with a top of 47deg, meant we were relieved to reach the sea breezes of Port Melbourne on Saturday afternoon. Car and boat were loaded aboard Spirit of Tasmania II in time to meet Tony Curtis on the aft deck to supervise that all was ship-shape as we cast off.

For this trip, the old saying that "the journey is just as important as the destination" was more than appropriate. Although the ultimate aim was to visit the festival, I will share the adventures either side and leave the festival for another contributor. Taking advantage of a trailer - boat, we launched Toby in 5 different locations during our clockwise circle around the coast of Tasmania.

From Devenport, our route took us over the mountains, surrounded by Harley Davidson groups, to St Helens. This set us up nicely to follow the east coast all the way to Port Arthur. Along the way, we camped at Swansea, on the western shore of Great Oyster Bay. Toby was launched in the evening and anchored off the beach to allow for an early departure the next day. As we set off early, with a 2m sea and 25 knot southerly on the starboard bow, Toby motored like a little trooper for 3 hours, despite a wave breaking into the cockpit along the way- The only complaints coming from the freezing skipper & crew. Destination was Schouten passage, a narrow passage of water separating the Freycinet Peninsula from Schouten Island, some 19nm from Swansea.

Whilst exploring the deep cliffs and clear water, 6 wooden boats travelled through the passage enroute to the festival. The trip back to Swansea was much easier thanks to a following sea and full spinnaker.

Back on the road and through the forest,

we admired the Dunalley Passage on the towing heavy wooden boats.



way to Port Arthur. Toby was launched again to explore these deep, blue untouched waters.

The Festival started with the spectacle of the opening parade sailing from John Garrow Light to Constitution Dock with James Craig leading the charge. From here, 500 boats packed the marinas for an extremely busy 5 days until the closing parade. It is almost impossible to appreciate so many boats in such a small area in a limited time, but was thoroughly enjoyed by all. Toby II was retrieved onto his trailer on the Monday afternoon, rinsed with a fire hose and ready for a another road trip the following day.

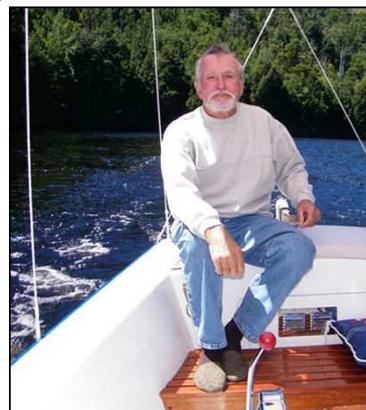
Five hours up through the National Park regions of the west coast and we were nearing our next stop. The two days spent on the Pieman River turned out to be a trip highlight. The remote Pieman River, 20nm of navigable water through the Tarkine Rainforest, is situated North-



West of Queenstown and boasts just one group of timber cabins formed into a wilderness lodge.

After leaving the highway North of Zeehan, a 15km dirt road takes you to the river, the only problem being; the lodge is on the other side. The small, single cable car ferry has been branded "The Fatman Barge" and pretty soon we became certain that this was built with average- sized cars in mind, not cars

The next day, and safely on the correct side of the river, Toby was back in the water for another full day trip heading west to the mouth of the Pieman. Upon return, we weren't sure who got the biggest surprise when Bob & Barbara Tullet arrived at the lodge after also negotiating the Pieman via the Fatman.



Like putt-putt

Question, what's not right with this photo?

professionals, we seamlessly teamed up the following day to track east on up the river for lunch by the river rocks and running stream, arriving back at Corinna late afternoon.

After just one more boat trip up the "Leven River" near Ulverstone and out



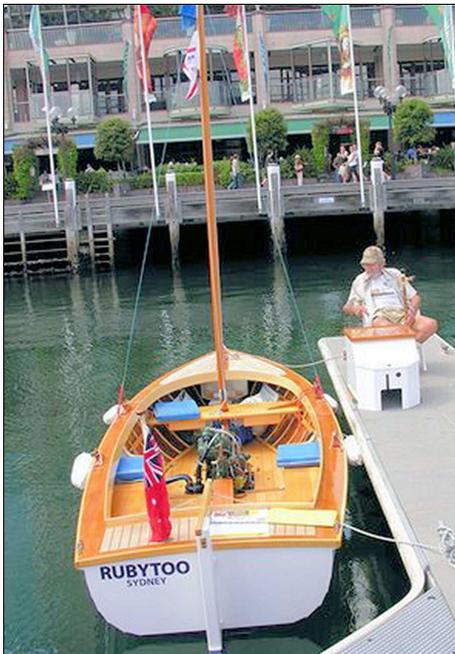
into Bass Strait, we were due back onto the ship, destination Melbourne and back to reality on the Monday.

After the two weeks we had clocked up 4000km via road and travelled 100nm aboard Toby II- A memorable adventure. After a small rest Toby will next venture to Hawks Nest, the Bellinger River, then back to Lake Macquarie in time for Heritage Afloat at Easter.

# Cockle Bay photo spread



**442, owner: Don Roberts.** An Auxiliary Work Boat. 40ft long by 12ft beam and 4ft 6" draft. Weight 10.5 tons (imp), she is powered by a straight 6cylinder diesel a 6/71 by General Motors. Don informed that there was 287 built for the Army 30 went to the Navy and 30 went to the British Navy. Production was stopped in 1945. Don reckons there are approx 12 left on Sydney Harbour.



**RUBYTOO** a Hal Harpur nominee for 2008, owner's the Balkwell's



**STARLIGHT**, owner Dick Branson



The Navy Reserve Band played on Sunday Morning



Aylssa Puchner aboard Margaretville

# The Spirit of Mystery – from the BBC and Peter Goss's website

## Mystery and crew reach Australia

Mon Mar 09 11:51:19 UTC 2009

The remaining three crew of a wooden fishing boat which had been sailing from Cornwall to Australia have arrived at their final destination, Melbourne.

The Spirit of Mystery, crewed by yachtsman Pete Goss and his relatives, sailed into the city's harbour earlier. Their five-month trip, recreating the voyage made by seven Cornishmen 154 years ago, relied on sail power and traditional methods of navigation.. A fourth crew member who broke his leg had already been taken to safety.

The crew, which consisted of Mr Goss, his brother Andy, 42, and 14-year-old son Elliot, were greeted on their arrival by a local mayor and the president of the Cornish Association of Victoria. Mr Goss said: "First thing off the boat we were given a pint and a pasty. Mr Goss said: "Everyone is absolutely elated and there's just this huge sense of achievement. "It's also been a lot of fun, and to have done it with my family has made it extra special "I can honestly say we didn't have a cross word during the trip.".He said the specially-constructed 37ft (11.2m) Cornish lugger had been "very impressive". Mark Maidment is recovering after his leg was broken by a freak wave Mr Goss, who lives in Cornwall with his wife and three children, said he was now deliberating whether to sail back to the UK



via Cape Horn. "It's just great to be here in Melbourne," he said "There are lots of

people here, and loads and loads who are related to Cornish people "I feel very privileged to have been to do this." Spirit of Mystery set sail from the Cornish port of Newlyn in November, retracing the journey made by seven Cornishmen in 1855. They sailed from England to Australia to escape poverty and search for gold. Spirit of Mystery's fourth crew member, Mr Goss's brother-in-law, Mark Maidment, is recovering from an operation after breaking his leg in two places. He was injured on Tuesday when the boat was knocked over by a freak wave off Kangaroo Island, near southern Australia.

*From the BBC*

The 37 ft 'Mystery' was an open Mounts Bay Lugger built in Newlyn.



Times were hard and the seven Cornishmen, all related by either blood or marriage and share holders in the 'Mystery', made the decision to try their luck at the Australian gold rush, over a pint in the Star Inn, Newlyn.

It was suggested that the 'Mystery' be sold to cover the passage. Captain Richard Nicholls, with a couple under his belt and in good spirits, said: "I'll take you in the Mystery," and so an amazing adventure was born.

Leaving Newlyn on Saturday 18 November 1854, the 'Mystery' travelled about 11,800 nautical miles in 116 days before arriving in Melbourne on 14

March 1855. The only break in the voyage was a week in Cape Town for repairs and rest.

Now, 153 years later, Pete Goss has built 'Spirit of Mystery' in Innsworke Mill boat yard at Millbrook in south east Cornwall to celebrate the amazing achievement.



The original 'Mystery' crew were all related. The members of 'Spirit of Mystery' are also family members.

"My youngest son Eliot has enjoyed the project so far, having been involved in every aspect of it from dragging out Oak to lofting her out in the Village Hall," says Pete.

"My youngest brother Andy and my brother in law Mark are also on the team."

The keel, stem and stern were made from a tough hardwood called Ekki. Fallen Cornish Oak makes up the frames, with Larch for the planking and Ash for the tiller and sweeps.



All courtesy from the internet , see Peter Goss's web site for further info

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## From the Web *Jeff Clout*

Many people I talk to do not have an email address and wouldn't know how to get one if they tried.

To get yourself an email address the hardest thing you have to do is think of a name to call yourself, it could be just your name, your boat's name so on. Then just get onto the internet and select a free email service or if you have the internet on, your internet service provider probably has allocated one to your account, if the kids have claimed it, there is hotmail, Gmail, yahoo mail and so on. I use Gmail which is a part of the Google web services. If you know how to use Google go to the page look up the top and click onto Gmail, fill out the details and hey presto you have an email address all your own. Then it's welcome to writing letters again, because basically that is what an email is, it's an electronic form of a letter which once sent is with the receiver almost instantly. You can attach photos of the boat or the kids and send them to someone anywhere in the world or next door, your choice. All the free email service provider all have free tutorials on how to send and receive these emails as well. Give it a go, it won't bite. *Jeff*



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Cloth badges, iron on	\$5.00	See Dick Branson at meetings or call him on 95207557	

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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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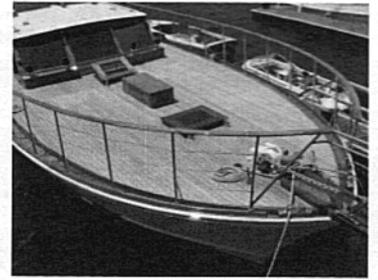
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