

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

## Inside this issue

Presidents Report	2
Not Pittwater news	3
Social Occasions	3
Coming Events	3
Distress beacons	3
A Bit of Fun	4
Need a motor?	5
From the archives	5
Getting Knotted	5
A Members project	6
Flares	6
Buy Swap and Sell	7
The Back page	8

## Next Meeting

April 13th

No planned guest speaker at  
this time

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## FUELS, FOOLS AND RAMBLINGS *Dick Branson*

As an aficionado of wooden boats, when it comes to magazines, my eyes rarely stray from those such as "Wooden Boat" and "Classic Boat". However, my gaze was averted recently when I came across a glossy Australian mag which deals mainly with boats of some other materials. It's obviously aimed at the would-be rich and famous, carrying ads eg a \$1 m Rolls Royce and a palm-held "Blackberry" (?) for \$99,950. I know what I'd prefer in my palm! I kept turning pages to see if I needed a reality check and soon encountered a report on a 36 ft new model cruiser.

The hull of this boat was not too bad on the eye (damned by faint praise! Ed) but someone had plonked a block of flats on it and the whole thing was, well, way out of proportion. The problem here is, with a relatively short boat, any attempt to get almost 2m headroom and accommodation for all the accoutrements needed in a Bondi penthouse, results in, well, the boat being out of proportion.

But I read on and the reviewer soon started to write in glowing terms of the boat's fuel consumption. At 36ft with 13ft beam, the boat is powered by a 225hp turbo charged diesel. Hull displacement is not mentioned but I doubt it would be more than 10t. Fuel capacity 1200 ltrs. The boat was said to have a top speed of 10.9 knots and to cruise at 6 to 8 knots. In relation to fuel consumption, terms such as "most impressive", "unbelievable statistics" and "incredible" were used. The "piece de resistance"? The boat at cruising speed apparently used 38 l/hr for a range of 225 nm!

So I have had a cup of tea and a good lie down and when I read the paragraph again later, it hadn't changed. Fancy that!

Now I really got to have a serious think. My boat at 35ft and 12t with a 120 hp engine cruises at 7.2 kn for 7 l/hr. Alan Meek's "Mareva" at 36 ft and about 13 t with a 62hp Gardener uses just over 4 l/hr at about 7.5 kn. A 56ft trawler I worked on in my misspent youth had a 120hp Gardner, steamed at 10+kn and used 12l/hr. OK she was only 12ft beam and an "easily driven" boat despite her 35ft displacement.

My serious think raised in my mind the question: where have we gone wrong? Surely, this is not progress?

Boats developed over a long time and were originally sailed and rowed, or a combination of the two. They had to be "easily driven". When we started putting engines in them in the early 1900s, the engines were of very low power and used little fuel because the hulls were still easily driven and fuels were, for a long time, very expensive by today's standards and not readily available.

From about the 1960s, our quest for bigger and faster power pleasure boats developed, and guess what? Our fuel consumption has risen exponentially. Where we once used perhaps half a litre of fuel per nautical mile, we now seem to need 4 or 5.

I had a long talk to my consultant pessimist and he consoled me by saying there is a method in their madness – if they use a lot more fuel resulting in much faster global warming, they will soon be able to park (as is their wont) their boat alongside the balcony of their Bondi penthouse. Some reality check!

Dick Branson  
The authors boat at last years  
Cockle Bay



# The Presidents Report *Chris Goddard*

My boat was hauled out this morning. It has been 18 months but I was surprised at how little growth and slime there was underneath. In the past, I have religiously applied two coats of bottom paint all over with a 3<sup>rd</sup> coat around the waterline, the prop and rudder. I also changed the brand of paint and colour that I been dutifully using for the last 20 or so years. Perhaps that could be a reason for the reduced fouling.

Scratching around underneath, chipping away some of the areas where the paint has built up to an intolerable thickness over the years or applying the new coat, causes one to rethink the whole process.

Each coat of antifoul paint requires about 4 litres and since most of us don't own a copper mine, the cost can set you back quite a few dollars. A second coat will invariably require a second day on the slipway, another cost to consider. Now, I'm not a mathematician but I began cogitating that there has to be a mathematical model that can be applied here. You have to think of something while undertaking the tedious task of applying the antifoul paint. Fleetingly, I wondered if the paint fumes were beginning to affect my brain. Thankfully, a friend turned up to help me with the mission thereby directing my thoughts away from theories and models. I have always considered that the worth of a true friend can be measured by the number of times they turn up to assist you paint the bottom of your boat. Probably, when I haul out next year, the underneath of the boat will look more like a Chinese market garden, throwing all my theories out the window.

Elsewhere in this issue you will see information pertaining to the **Classic & Wooden Boat Festival** to be held at the Australian National Maritime Museum in October this year. Planning is well advanced and following our meeting with ANMM personnel earlier this month, the Festival promises to be a grand event.

A well selected theme, Old Traditions, New Lives: Recycle, Reuse, Restore. Perhaps an entry fabricated from PET containers might even be considered!

## LEAKING DECKS?

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## CLASSIC & WOODEN BOAT FESTIVAL

WEEKEND 16-17 OCTOBER 2010

**2010 Classic & Wooden Boat Festival**

**Dates:** Saturday 16 – Sunday 17 October, 2010  
 Saturday: 9.30am to 9pm (including evening concert!)  
 Sunday: 9.30am to 5pm

**Theme:** Old Traditions, New Lives:  
*Recycle, Reuse, Restore*

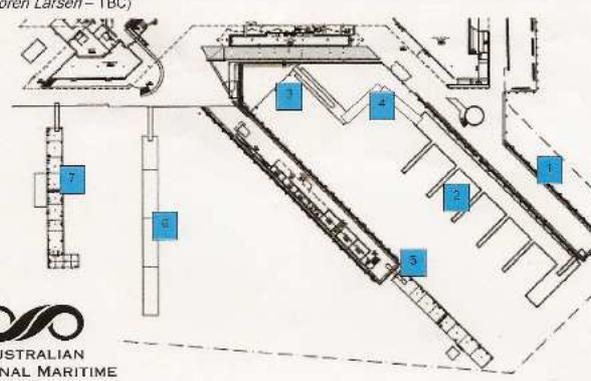
**Focus on:**

- The environmental aspect of the recycling, reuse and restoration of old classic craft
- Talks and demonstrations on "green, clean sailing" (eg Solar Sailor)
- Recycled boat building activities (a la Plastiki, Darwin Beercan Regatta)
- Festival Patron/keynote speaker Ian Kiernan - Clean Up Australia.
- Green initiatives throughout festival management

**Site layout:**

1. North Wharf (existing) – Endeavour
2. Historic finger wharves (existing, under pending redesign consideration)
3. Performance Platform pontoon (under pending construction)
4. Basin pontoons (to be installed)
5. South Wharf (existing, with pending extension)
6. Heritage Pontoon (existing) – Wooden Boat Association
7. Festival Pontoon (existing) - Halvorsens

Wharf 7 is also to be used for the *James Craig* and other possible visiting tall ships (*Duyfken*, *Soren Larsen* – TBC)



AUSTRALIAN NATIONAL MARITIME MUSEUM

## THE Working With Wood Show

June 18 -20 2010

The Entertainment Quarter  
 Moore Park Sydney

Adults: \$15.00  
 Concessions: \$13.00  
 Children under 14 Free

The organisers are looking for volunteers for this years show. I had a ball last year come along and help man the stands. Contact Bob Ellis



These kind gentlemen taught me how to drive and set copper nails, you too can learn this ancient art



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 BE PROP AWARE**

Click for prop safety tips!

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# Not the Pittwater News and Views

**A Big cheerio to Bob Tullett** who is recovering from having both knees operated on, Reports are that he is now able to drive and much happier that he can get about.

**Wooden Boat and friends Extravaganza Film Night under the Stars** Don't miss this! We have been putting on some excellent events at Bantry Bay for some years. This should be the best yet. It's a long weekend giving time to travel from afar for this special evening. **Movies under the Stars on Sunday April 25 at about 6pm.** The WBA of NSW and the renowned Kate Dixon will be presenting a classic film for your enjoyment. Boats can arrive from Friday pm to secure a good mooring position. We anticipate the Heritage Fleet will be present. Sunday pm ferry services will be provided from the pontoon at The Spit and also Davidson Park pontoon. Prior to the movie will be a BBQ and after , a port to farewell the ferry's returning their guests at about 8.30pm. Talk to a fellow boat owner if you bring a put put and are looking for a sleep over. **Bring a boat, chair and BBQ food** .The unique venue, movie, lights and popcorn provided by the WBA of NSW. RSVP to Peter Smith if you can come.



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## Social Occasions

**The Traditional Boat Squadron of Australia** is holding the National Marine Swap Meet and Boatfest on 15th May 2010 beside Lake Burley Griffin. The event is open to all things marine and marine related, sail, paddle, powered, old and new.

This is the only marine related event incorporating on water events, trade displays, swap meet stalls and stalls for waterbased activity organisations in Australia. I have attached a flier, a general information brochure, and a registration form. We are encouraging boats on the water for the day and necessary permits can be arranged as part of the registration fee. We are also encouraging swap meet stalls, general information stands and commercial stalls, by individuals, groups and businesses.

We believe your organisation will be an asset to the event. For any further information please feel free to contact me. We look forward to your participation. Kay Mercieca

## Coming Events

### The Timber and Working with Wood Show

will be held at the Hornden Pavilion **18th 20th June.**

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

**Wooden Boat Festival,** see over



**ESSENTIAL DISTRESS BEACON INFORMATION**  
121.5 MHz distress beacons are no longer detected by satellite. **You MUST** switch to a 406 MHz distress beacon as soon as possible. Do not risk your life by relying on a 121.5 MHz distress beacon. After 1 Feb 2010, old analogue EPIRBs and PLBs operating on 121.5 MHz are no longer licensed for use. Registration is free. Register your 406 MHz distress beacon with AMSA to assist the search and rescue response. Register online (preferred and fastest option), by email or fax. For those who already have a registered 406 MHz distress beacon, you can also update your details online. **Switch to 406MHz now** before 1 February 2009. **DISPOSAL** Be responsible. Unwanted beacons must be disposed of responsibly. Dispose of your unwanted distress beacon at no cost by placing them in collection bins in any Battery World store around Australia.

## DON'T MISS THE BOAT(SHOW) Marine swap meet and boatfest



Lotus Bay  
Beside Lake Burley Griffin  
Canberra  
15th May 2010 from 10am

**Marine Swap meet**  
Take a stall and clear out the garage

**Stalls**  
Clubs, Groups and Commercial stalls

**Demonstrations**  
Boat Building, Ropework,

**Grand Parade of boats at 2pm**



For Info- [www.tradboatsact.com](http://www.tradboatsact.com) or contact the Commodore on 0402040730 or [commodore@tradboatsact.com](mailto:commodore@tradboatsact.com)

## A bit of fun *from the internet*

Livio De Marchi was born in Venice where, still a child, he worked on ornamental sculpture in the Venetian tradition in the workshop of a craftsman while he studied art and drawing at the "Accademia di Belle Arti" in Venice. His career starts there, displaying at once an astounding skill in moulding materials, transforming them with wit and panache and creating sculptures with perfection of detail and spontaneity. During his artistic evolution he worked first in marble, then bronze, and eventually in wood. However, wood has always been his favourite material because it affords him a vitality which other materials do not.

A wooden Ferrari F50 navigates the canals of Venice with Livio De Marchi at the wheel (helm?). A festival is held each year in which vessels of all kinds parade the canals. Livio has produced several such vehicles, all of which attract a lot of attention not only for their individuality but also for their craftsmanship.



A Volkswagen "Bug" looks quite at home powering its way down the canals of Venice as Mr. De Marchi tips his hat.

A wooden Fiat Topolino is another of De Marchi's wooden car sculptures.

Type into Google "wooden floating car" and see what you get

## The reason why I am after a motor *John Wagemans*



**WANTED:** Vire BVK or BVR .  
Any condition or parts to help  
restore the one I have.  
John Wagemans  
02 43697687

## From the ANMM photo archives



This photo is part of the Australian National Maritime Museum's Samuel J. Hood Studio Collection. Sam Hood (1870-1956) was a Sydney photographer with a passion for ships. His 72-year career spanned the romantic age of sail and two world wars. The photos in the collection were taken mainly in Sydney and Newcastle during the first half of the 20th century.

Help solve the mystery of this photo. If you can identify a person, ship or landmark, go to the ANMM web site

Photographer: Samuel J. Hood Studio Collection

**About Rope Knots** Regardless of your situation at some point in your life you'll encounter a thread, cord or rope knot. Research records of archaeologist J Wymer shows records of knots as far back as 380,000 years ago! Some of these knots are as described, as used then, on this site.

Your life will be made easier and safer with some knowledge of how to tie a knot. However, the question still remains; for the situation you currently find yourself, which knot should you use? Rope knots can basically be divided into the following groups:

**Bends** - Joining two lines by intertwining them, without splicing, or sewing. **Hitches** - A knot that secures a rope or line to another object. **Stopper** - Used to bind strands at the end of a rope to stop fraying or unraveling. Also formed to stop a rope slipping through a hole or to provide a weight or handhold. **Bindings** - Much like hitches. They are used to bind either lines or objects together. Their aim is to keep objects in place. **Splices** - Describes the act of joining the ends, or the end and a standing part, of rope by interweaving strands. They are not knots in themselves. **Loops** - Loops create structures used to tie, or secure, another object or line to another line. They can be formed at the end or midway a length of rope. **Plaits** - Weaving several lines together to form a pattern and a cohesive structure. **Miscellaneous & Decorative** - Knots that have decorative, dress or multiple category characteristics.

## Getting Knotted

<http://www.marineews.com>

# A Members project *David Heazelwood*

Please find enclosed photographs of my eighteen foot (5.5 metre) trailer sailer that I am building. I bought the design from the Build a Boat Plans company a few years back and have been building it on and off. The design was called "Destiny".



Virtually all timber is re-cycled, all the laminated frames and stem are made from Oregon. I searched many second hand building supply yards and picked up clear Oregon mainly 4"x2" planks and resawed them to size. All the planking is re-sawed and planed 1inch by 1/2 inch clear Oregon.

The stem and frames are nailed together with silicon bronze boat nails

and epoxy glued as well. All planks are glued and nailed to the frames.

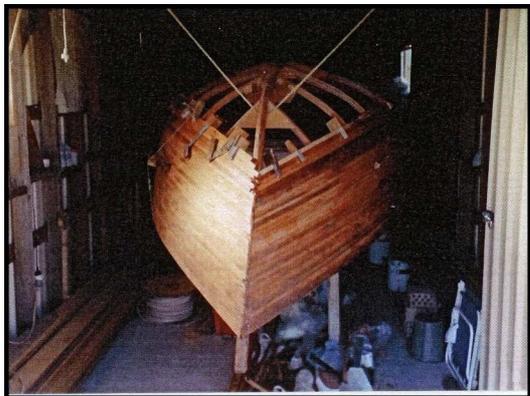
The hull is complete now and has been sheathed in fibreglass cloth sealed in epoxy.

Final fairing has been done and the hull painted, the next job is to turn it over to the right side up and start on the cabin, decking and fit out.

Please note my faithful helper "Mischa" the hairy one, he was very interested in the project.

Hope this article and pictures are suitable for Scuttlebutt and encourages others

*it works for me, Jeff*



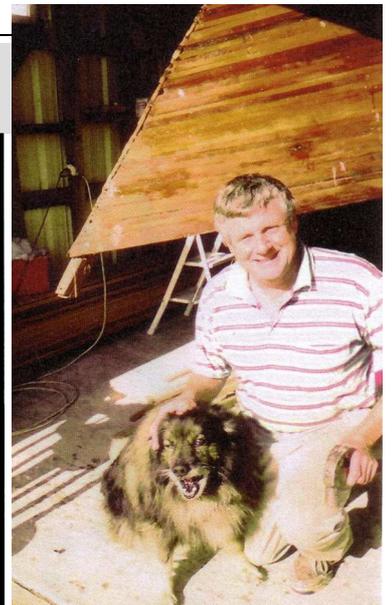
## NSW Maritime has introduced a new system to collect out of date distress flares.

Flares can now be placed into special containers at NSW Maritime coastal centres where they are stored for collection and appropriate disposal. The expired flares will then be destroyed at ultra-high temperature under strict environmental conditions.

Ports and Waterways Minister Paul McLeay (far left) and Matt Brown, MP, (far right) launch a new flare disposal system at Kiama with NSW Maritime BSO Mike Baldwin and Billy McColl, Team Coordinator, Construction Team, Occupational Health and Safety Division, WorkCover NSW. Neil Patchett photo.



The new flare disposal system was the result of a close partnership between NSW Maritime, WorkCover NSW and the Department of Environment, Climate Change and Water. There are some 230,000 vessels registered in NSW with around 10 per cent being used for offshore boating. The trial will run until July 2011 and will be reviewed before that date. Distress signalling flares can help save lives in an emergency but are only as good as their use-by date. Flares are essential emergency signalling equipment for boats in open waters. Therefore it's a compulsory safety requirement for boaters to carry them when operating offshore. The issue is that flares expire after three years, after this time, there is no guarantee they will fire when needed. This is why flares must be replaced before they expire and old flares, which are classed as explosives, must be disposed of properly. Every boat going on open seas should carry a minimum of two red hand flares (for night or day use) and two orange smoke flares (for day use), although some exemptions may apply. The Sterihealth facility at Silverwater, Sydney, will destroy the collected flares. **See the NSW Maritime web site**



# 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 won the Peoples choice award at the Wooden Boat show at RMYC

Price \$85000 contact Rick on 0411624679



For Sale- " Gumnut" 6.10m Timber 2 Jib Cutter Yacht " Wild Duck" design built of wood by Chris Dicker 1989. Has single Cylinder Perkins Diesel engine, 2way Radio, +Separate Radio Receiver.. Solar cell battery charger.2x Bunks, Stove & Toilet+2 x Anchors. & life Jackets etc 2 Jibs, Genoa,& Spinnaker. All equipment in top condition plus Dinghy. Currently Moored in Gwawley Bay opposite Sylvania Waters. Make an Offer by contacting Stuart Storrar on 95315952 or 0428210283



## For Sale

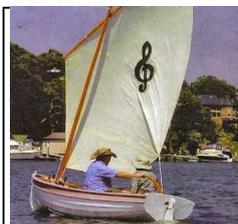
Inflatable tender, 1 1/2 hp motor as new, with pump cost \$950..00 contact Rick on 0411624679

## 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** 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](mailto:macansue3@bigpond.com)



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

Bruce McGowan on 98297139

## 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.

Original bow sprit mast, gaff and boom. Full history available.

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\$55,000 Valuation (negotiable)

**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

**Wanted:** Plastic mainsail slides 15mm wide and 3mm deep but WITH THE GROOVE IN THE BACK. These are not easy to get and I will take any number of them. Maybe you have half a dozen in a jar in the boatshed? Name your price. Ring Fraser on 0412 526 065.

## 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

Jeff Clout

Nice photo of the boys putting the concrete slab in at my place, why?, you ask, has this got to do with wooden boats, the answer is, I have got to build her somewhere and this slab will be the construction pad for the boat and an extension for my workshop.



If you are planning to build a boat, one of the big questions is where will you do this, don't think just because the blurb with the plans says only 500 hours to construct, in "earth terms" read this as at least 2 years work. Don't think you can tie up the car port or garage for that long, she who must be obeyed will de nut you or worse. So after a lot of thinking the boat building process has now started. A while ago at a WBANSW meeting I was discussing the whole issues over the pre meeting dinner with some members and they gave me some sound advice. While it is good to pre-plan don't get bogged down in the process, get your area ready, organise enough materials to start and just start it, you will sort out issues as they come up and it is true, Finally do not be daunted at the complexity of the plans, treat it like any building project, start with getting everything "plum and dicular" (read level) and it will finish the same, break the project down to components and finish each part before

moving onto the next. That is what I'm doing, so far so good. I have had a great chat with Dave from Drive Marine services, he supplied all the reading material for me, re adhesives and protective finishes, beats the old resorcinol glue and shellac that I learnt on many years ago. Being on the upper North coast I am blessed with plenty of good quality saw mills, the quality of the timbers are excellent, next I will source the ply. By the way do not discount 2nd hand suppliers, I have picked up 4 200\*50 sawn hwd planks, few nail holes for \$80.00, ripped down and dressed will just about make all the frames for me. Keep your eyes open when you go to the tip. Speaking of tools, recently I watched a show on life on one of the tropical islands, they had a segment on boat building. The builders had a power saw, power plane and an electric drill plus a couple of chisels and a few hammers, that was it and they were constructing vessels up to 30ft, so you don't need to

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be a tool junkie, just buy the best you can afford at the time, it should last you the rest of your life. Finally what to build, again I read somewhere build something simple and small first to learn the skills and to see if you want to do this as well, also you can use it to keep you enthused on the days you do not want to build, reminds you why you are doing this madness and to have some fun with until the pride and joy is finished. So once the concrete is cured, I have bought some s/h iron, a simple frame and roof goes on and as Sherlock said to Watson the games afoot, happy building.

### FOR SALE

Historic timber 18' launch "Petra" Volvo Penta 2cy marine diesel Builder: Garden Island Dockyard (1940's) Petra was used as a berthing or line boat during WWII Please call Joan (02) 9673 6680 or Mob 0408 23 05 23



# Scuttlebutt

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