

Scuttlebutt

May 2013



The launching on Patonga Creek.
See story inside "How I built my first
wooden boat" by an 11 year old.

- Photograph by Alan Williams

www.wbansw.org.au
visitors

28,949

Presidents Report Alan Stannard

We had a very interesting monthly meeting in April; our guest speaker was fellow WBA member Ian Smith. Ian and his wife



Ian Smith

Trish had just come back from a holiday in Norway and during their stay they visited the "Risør Wooden Boat Festival"; held in the southern part of Norway. Ian showed the 55 members and guests, photographs of the village of Risør and the elegant boats of various descriptions, many of the craft had the traditional varnished topsides with stained decks.

I would like to congratulate the Committee of the Lake Macquarie Classic Boatfest 2013 for an outstanding festival over the Easter weekend; many of our WBA members took part in this festival.

This years *Working with Wood Show* is fast approaching and will be held on the weekend of 26-28 July 2013 at Homebush. Ross McLean our Vice President (ph: 0425 330 560) would like to hear from any members willing to volunteer some of their time to man our WBA stand at this show. We will have on display our "Mock up Boatshed", various types of boats and demonstrations. This is a great opportunity to promote our association.

Entry passes on the day will be provided for those members assisting on the stand.

A reminder that nominations for the Hal Harpur Award close on the 30th September 2013. I encourage you as a member of the association to make a nomination; forms are available from Chris Goddard, (ph: 0414 447 007) Editor of Scuttlebutt or down load from the web.

For the December general meeting we have a dinner and the presentation for the winner for the Hal Harper Award. This year your Committee has decided to book the auditorium on the upper level of the Sporties Club to allow for more space.

With new caterers at the Club, there are plans to have a three course meal and for the purpose of catering we will need to know the number of people attending.

I will be taking members names and that of their guests who are likely to attend on the evening of 10th December, please see me at our monthly meetings or ring me on 02 9416 7238 to have your name/s added to the list.

The menu and the price of the meal for the December meeting will be published in later Scuttlebutts; a group payment will have to be made at least one week before the meeting; therefore individual payment is required no later than the 2nd December!!

Many thanks go to the sponsors of prizes for our monthly raffle; their contributions supplement the Associations prizes. I am always seeking out more sponsors, if you know of any potential sponsors please contact me.

Believe it or not, for the second consecutive meeting the winning raffle ticket was held by Alan 'Quirky' Williams. Alan is now on a hat trick!!

Also any article with or without photographs for our *Scuttlebutt* would be appreciated, please contact the editor, Chris Goddard.

WBA quality merchandise is always available for you to purchase, see our Scuttlebutt advertisement or our display at our monthly meeting, please contact Phil Turvey (ph: 0417 657 613).

At our May meeting we will have well known Australian television & radio presenter Angela Catterns as our guest speaker. Angela is a keen sailor/owner of a folkboat design yacht and her topic will be "Boats of my Life", for a fascinating insight into Angela's boating experience. Make sure you are in attendance at the May meeting.



Angela Catterns' Folkboat, Solveig



Angela Catterns

On the Front Cover

How I built my first wooden boat

by Cameron Williams (aged 11)



We arrived at my grandfather's house with my friend Flynn on Thursday morning. We found as a surprise Grandpa had designed a small Kayak to be made from one and a half sheets of plywood. He made a scale model of it in cardboard to make sure it looked right. He had cut out all the pieces of plywood then coated them with resin. We had to put them together.

Flynn and I clamped the two 3 mm ply side panels together at the ends and drilled holes along the bottom edge 200 mm apart. Then we held the side panels in position along the 6 mm bottom and marked where the holes in the side were. Then we drilled these and wired the two side panels to the bottom with plastic covered wire which we twisted with pliers. To give the sides the splay they needed, we put in a ply bulkhead which was made in two pieces, clamped together so we could get it out afterwards.



Then we applied resin along the joint between the bottom and the sides and used an old brush to stick 50 mm wide

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fibreglass tape to the inside of the joint.

Next we glued the 15x15 gunwale to the inside and held it in place with every clamp we could find in grandpa's workshop. Grandpa made what he called aprons and fitted them at each end.

The next day, everything had dried so we made up a timber beam to run between the two aprons supported on props. Then we curved a sheet of 3 mm ply over this, marked out the edge of the deck which grandpa cut out. Using a tube of polyurethane glue, we bent the deck over the beam and used temporary nails to hold it down to the gunwales until the glue set. We had to do the deck in two pieces and clamp a piece of wood under each joint.

We made the paddle while the glue was drying. We turned the boat over and held it steady while grandpa used a plane to smooth the joint between the bottom and the sides. Then we taped this joint as we had done inside.



When the deck glue had dried, we pulled out the nails, marked out the cockpit with a folded paper pattern, and grandpa cut it out. We had to cut through the beam to get it out. We used two strips of glued 3 mm ply for the cockpit coamings, wired and taped in place. Then grandpa planed the deck joint and we taped it.

It took us 12 hours over three days and it was good fun. It rained on Saturday and it was too wet to varnish it. We wore gloves but our hands went black because of the glue. Then on Sunday we took it up to Patonga and Flynn and me launched it and paddled it in the creek. It was really cool!

Cameron Williams

(Construction details will be published in the June edition of Afloat)

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The advertisement features a central graphic of a white lifebuoy with red stripes. Inside the lifebuoy is a photograph of a blue building with a white porch, likely the boatshed. The text is arranged around and below the lifebuoy graphic.

THE GETTING CLOSER TO CAIRNS REPORT

from Chris & Gisela Dicker

At the time of beginning this report, *Westwind* is anchored off an island off the north west tip of Tasmania. In fact we are two or three miles from North West Cape. Cairns seems a long way away, almost a lifetime. Macquarie Harbour, Port Davey, Hobart and the Festival, all seem several lifetimes behind us. We have left each one with a little regret but with great contentment.

I never thought I would experience *Westwind's* bow cleaving the tannin waters of Bathurst Harbour, let alone through Hells Gate (the entrance to Macquarie Harbour) but we journeyed beyond my dreams, even 20 miles up the Gordon River.

Our mornings begin with a cup of coffee in our cosy bunk leaning against the hull. This is a time we discuss what has gone before and what might be



possible.....ahead. We are not expert sailors by any means but we are learning. Everything one does on the sea is a calculated risk. I imagine that most sailors are aware of that risk whereas people who step into a car take an awful lot for granted. So please be careful. Reef early!

From North West Cape we set sail for Deal Island, in the middle of Bass Strait and a place I have long wanted to visit. The forecast south easter turned into an easterly so Deal island was just too hard to reach. We had the luxury of Refuge Cove on Wilsons Promontory to ease the sheets and head towards. Here we sat out a blow and witnessed amazing bullets of wind coming down off the surrounding steep hills. We also witnessed plenty of anchor dragging of top of the range anchors. Much better than any survey I have seen on the computer or in magazines.

Our next hop to Eden leads us through the Bass Strait oil fields, which are very well lit to say the least. We arrived in Eden ahead of a gale warning. By now we were down to tinned food and rice so it was fresh fruit and vegies we craved the most when we burst into the brightly lit air conditioned supermarket. Our barometer had only dropped a little but the BOM was still insisting on a gale. We sat it out and nothing really came of it. Better to be safe than sorry.

The anchorage on the south side of Twofold Bay is in a nice sandy flat bottomed bay. At 06.30 on the 18th of March our chain came over the roller nice and clean but the deck was littered with small shells. Coming out through the narrow gap between some rocks and a large wharf we disturbed a seal that was thrashing around with a large stingray, never a dull moment. Two days later we discovered that many more little shells had ended up in the chain locker and the animals inside them had died and become exceptionally odoriferous.

We were to visit friends at Greenwell Point, just north of Jervis Bay and a place I can highly recommend. The forecast once again was not favourable a day down the track so after just three hours in Greenwell Point we weighed anchor and caught the last of the ebb back out to sea just before dark and enjoyed a peaceful sail up to Botany Bay. Here we caught up to my family and loaded all our Sydney storage onto the boat. The galley and toilet sinks still drain so we are still above the critical line. The sail from Botany Bay to Lake Macquarie in a moderate SE breeze was just superb and even in daylight. After a peaceful night on the east side of the Swansea Bridge, Gino on *Monte Cristo* and Dick on *Starlight* joined us in the morning and we went through on the 9 o'clock bridge opening. During the couple of days we have been sharing an anchorage with the two worthies mentioned above we have been most impressed by Dick's boat handling skills and Gino's ingenious contraptions. Very clever

people! The festival was a big success and Toronto was really buzzing. What's more it did not rain so what's all the fuss about?! We got to know some new people and got to know old friends even better and we feel very lucky.

Northward though; *Westwind* sailed into Newcastle Harbour and back out again without even dropping her main. The mate thinks I can make my mind up on the spur of the moment. She's German you know. They make their minds up years ahead! I made my mind up to go to Broughton Island but the mate wanted to go to Pt Stephens so we went to both. Tuncurry, Camden Haven, Coffs harbour, Iluka, Southport; what happened to the days when we would hoist the sails and reel off the miles? The answer is discipline or the lack thereof. I can well sympathize with Captain Bligh. The fleshpots we had found ourselves in almost every night on that NSW coast would make the goings on at Tahiti seem like Sunday school, and this changing watches without saluting or being properly dressed (if at all) it just would not do. *Westwind* would recross the Southport bar then proceed with all haste to Frazer Island, bypassing even the sinful trappings of Mooloolaba's boutique shops thence continuing through the Great Sandy (sandfly) Strait against three days of strengthening northerlies until the ship and her company were well and truly whipped into shape.

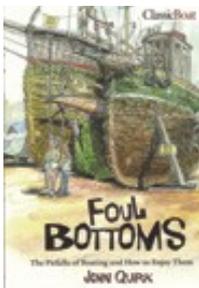
So here we are anchored behind Big Woody Island at the top of the Great Sandy Strait waiting for a change in this unusual northerly trend. Fair winds to all but don't forget the *discipline*.

New Members

We welcome seven new members this month:

- Peter Vossoh of Balmain with a Giles 32' cruising yacht
- Paul Grayson from Narara who has a 40' work boat.
- David Baldwin of Sylvania, has a 53' trawler
- John Mason of Castle Crag with a 38' fishing boat
- Bill Thompson of Kenthurst
- Mark Hughes of Double Bay
- David Caswell of Frenchs Forest who has a 26' clinker Sea Skiff

We look forward to seeing you at our meetings and collecting your members bag..



Based on a series of highly popular articles written for Classic Boat Magazine, this witty collection recalls some of the incidents the author has survived in over half a century of messing about in boats.

Most sailors will find something to relate to in these escapades from around the world and they will bring a wry smile to any boaters' lips. The author's wonderfully witty cartoons help bring these anecdotes to life. All these stories are true so



WBA member Alan Williams writes under a pen name so that his architectural clients do not think they are entrusting their work to a seagoing Mr Bean. Copies are available from Boat Books in Crows Nest at \$24.95 or less on Amazon. WBA members can get copies from Alan at meetings for \$20.

The Wooden Boat Association of NSW inc.

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The Wooden Boat Association of NSW inc.

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Meets at the Gladesville Bowling and Sports Club,
the 2nd Tuesday of every month at 7:30 pm



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— — ON THE HORIZON — —

THIS YEAR 2013

- | | |
|----------------|------------------------------------------------------------------------------------------------------------------|
| May 14 | WBA meeting – Guest speaker Angela Catterns – ‘Boats of my life’. |
| June 11 | WBA meeting – Presentation by the winner of the Hal Harpur Award 2012. |
| July 9 | WBA meeting – tba |
| July 26 – 28 | Timber & Working with Wood Show, Sydney Olympic Park. See www.iexh.com.au |
| August 13 | WBA meeting – Guest speaker John Diacopoulos ‘From Workboat to Day boat’. |
| September 10 | WBA meeting – Tom Hughes, <i>Knot your usual lecture</i> |
| October 8 | WBA meeting – Guest speaker, Peter Kershaw ‘Rebuilding of the UTIEKAH II’ |
| November 2-3 | Timber Boat Festival, RMYC, Pittwater. http://www.royalmotor.com.au/ |
| November 12 | WBA meeting – Annual General Meeting |
| November 15–17 | Narooma BoatsAfloat Festival |
| December 10 | WBA meeting – Hal Harpur Award winner/end of year dinner 2013. |

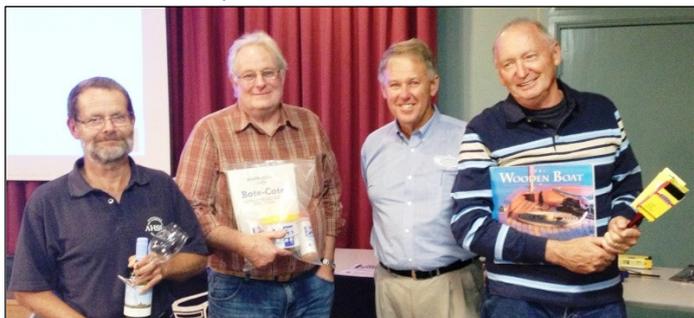
NEXT YEAR 2014

- | | |
|-------------|-------------|
| January 14 | WBA Meeting |
| February 11 | WBA Meeting |
| March 11 | WBA Meeting |
| April 8 | WBA Meeting |

Raffle Prize Winners

The two winners of our April meeting raffle clutching their goodies. The winners in the raffle were:

1st prize **Alan Williams and**
2nd prize **Grant Holmes**



L to R, Ian Smith, (our guest speaker), Grant Holmes, Alan Stannard, (President), Alan Williams, (first prize yet again!).



WBA member, Mike Warner sailed his boat Lahara to Hobart for the Wooden Boat Festival

Editor's Note: Lahara is a classic Huon pine masthead sloop to a Jock Muir design built at Battery Point, Tasmania in 1951. Lahara has been south to Hobart five times. She has also raced to Lord Howe Island, Southport and to New Zealand.

Chris Dicker has been nagging me to send you the 'Captains Log' I sent to all and sundry on the trip back from Hobart. I took *Lahara* down for the Wooden Boat Festival, and whilst there had some work done on the old girl to replace cracked ribs, mend broken stringers and refix planking below the mast. It's worked a treat and the leak that was causing the bilge pump to activate every 10 minutes is now resting, having to turn on only once a day. We returned to Hobart when works were completed and sailed her back to Sydney over Easter.

I have just had a 'ship to shore' call from Chris Dicker. How I hate that man when he calls with news that he's heading out to sea with a gentle 8 kt breeze on the aft quarter, sparkling sunlit waters and dolphins playing on the bow. To rub salt in, he said he was trailing a lure and setting a course for Lady Musgrave Island!

Captains Log: Monday 1 April 2013, 1300hrs.

April Fool's day and fortunately nobody has opened the sea cocks as a practical joke, which is good because presently we are moored in Burgess Bay on the east side of Cape Baron Island, part of the Furneaux Group, immediately south of Flinders Island. It's a windy anchorage but the anchor has held overnight in the sand and we are gently rocking in the cross swell. The wind is westerly and whistling through the rigging, can't tell the speed as the wind instrument has given up, and currently estimated at 20-25kts.

We departed RYCT at 0800 on Good Friday in a gentle 10kt westerly breeze and had a very pleasant trip across Storm Bay to Tasman Island. At approximately 1600 we passed between Tasman Island and the mainland in calm conditions. We took advantage of the calm seas and little wind to take a look at the old landing stage on the NE of the Island. Seal colonies abound on the rocks below but the landing stage is falling into disrepair with all supplies now being delivered by helicopter.

Turning north we motor sailed up to the Lanterns arriving late in the afternoon and passed close in to get a good look. The original plan was to overnight in Fortescue bay, but the sea was calm and the forecast good so we opted to sail on through the night to Wineglass Bay. The night sail was glorious with a full moon, no cloud, calm sea and winds between 12 & 18kts. We made good speed at 6 to 6.5kts. It was a memorable sail.

We were off Wineglass Bay at approx. 0530 and again decided to sail on. The wind had died by this time and we motor sailed past Bicheno with the aim of reaching Eddystone Point by nightfall. We had been trawling fishing lines without success to this point and I had taken mine in. Richards hand line was still out. Richard and I were below sleeping when the Tuna struck. Peter single handed pulled it in and landed the nights meal. Having deployed the line again whilst dealing with the good sized catch, another took the lure. Too much to consume even by hungry sailors, this was returned to the ocean.

At about 1045 the wind came in with a bang from the NW at about 30kts. A strong wind warning had been broadcast and we were wondering where it was. Seeing the wind coming we put in a reef, later adding another, took down the N^o2 headsail and hoisted the storm jib. The wind soon died and we sat wondering what it was all about, before it picked up again and blew at about 20 - 25kts. Later in the afternoon we exchanged the storm jib for the No 3 and had a pleasant sail in a reduced breeze. Eddystone Point was a good 4hrs further on so we made plans to anchor at St Henens Island, a small island south of St Helens Point. The anchorage offered shelter from W to NE but little protection from SW. The Tuna was duly consumed and we settled in for the night.



We awoke in the morning to a brisk SW breeze that had pushed us close and parallel to the rocky shore. A hasty departure ensued at approx. 0600 and we headed north for Eddystone Point and on to Banks Strait. The forecast was a gale warning for Franklin Sound and strong wind warnings elsewhere. The plan was to pass through Banks Strait and sail up the west coast of Flinders. Not looking likely, forecast is wind, wind and more wind.

We passed Eddystone light at approx. 1000 and set a course for the east end of Cape Baron Island. The wind was approx. 12 - 18kts, which with the No 3 headsail and a reef was good sailing at 6kts. As we drew away from the mainland the wind increased and another reef was added. The swell increased to about 2.5 metres the wind being between 25 & 28kts from the west. We were making good speed and hand steering. We reached Cape Baron Island at approx. 1630 and made our way into Jamieson Bay to test how sheltered the anchorage would be in the wind. Having dropped anchor the wind was too great and we dragged. We up anchored and motored around Cape Baron to moor on its northern side in Burgess Bay.

The landscape around us is very flat and little protection is offered from the wind. The beach is white sand and adjacent rocks the rounded volcanic boulder type formations that are very typical of northern Tasmania. To the west Mount Kerford rises to 503m but offers little protection. The water was refreshing for a morning swim, the crew however elected to stay cosy in their berths.

This morning's excitement was the discovery of a lack of fresh water with only a splutter coming from the sink spout. Investigation revealed a kinked pipe where the port water-tank had been refitted after the stringer repair. The floorboards were duly removed and floor linings to pull out the kink and restore water supplies. We can have tea again!

Must sign off now; we have just had a visit from the local albatross and his mates. A big boy and we duly fed him and his mates with the Tuna remnants. The rain clouds are looking ominous, morning tea is being served and I feel like a snooze.

Signing off for now; Capt Courageous

Captains Log: Wednesday, 3 April 2013, 1700

Just had a big disappointment, as I sat down to write this, the fishing reel went off, despite my spritely efforts the rod was tied down and I could not release it quickly. The engine is running so the crew did not here my calls for assistance as they snoozed quietly in their berths (you just can't get good help these days). I throttled back but too late the line was at its end and I can only surmise, the monster at the other end gave a mighty tug and snapped it effortlessly, causing the rod to summersault into the cockpit. The one that got away!

We are motor sailing to Gabo Island as I resume writing and have a chance of arriving just before dark. We have decided to overnight there and sail on in the morning. I reckon that Gabo must feel hard done by. It is constantly mentioned in weather forecasts, and all Hobart race boats have to report in at Gabo before setting out across the Strait. But who actually goes there? I thought it would be nice to call in rather than report in! Hopefully it won't be dark and I can take a picture. Have you got a picture of Gabo? I have heard that there is shelter whereby yachts can hang out waiting for favourable weather to arrive before setting out across Bass Strait. We shall see.

We departed Burgess Bay, no Philip it was not an April Fool's joke, yesterday at approx. 1130 and set off to have a look at the entrance to Franklin Sound before heading back. Of course, as soon as we left the relative shelter of the anchorage we realised the wind was blowing dogs off chains and it was going to be a rough ride. We had cancelled plans to venture further North to Babel Island the previous evening, as the weather was not looking favourable. There was only one thing to do and that was to head for home. The good weather will arrive just a little too late for us and we wanted to make the most of the SW winds before they died. So we bore away and headed for Cape Howe which was the nearest waypoint stored on the Plotter, 184 NM at 009 degM.

I had spent Monday afternoon checking the junction box connections for the wind instrument which has been temperamental. It worked for a while but turned up its toes for good with not a twitch since. I also tried to rewire the Plotter to read on the cockpit instruments but to no avail. Sometimes it works and sometimes it doesn't, life's like that! So all we have on display is voltage and depth. The log impeller gave up some time before we left. The evening was spent dining on the fine frozen food that Richard had organised from Lipscombe Larder in Hobart. We were going to wash it down with some sparkling Shiraz Cabernet kindly donated by Mr Curtis during the Wooden Boat Festival. However, I think the cellaring on board was not up to scratch and unfortunately it had turned to paint stripper. We resorted to the rum bottle instead and polluted the ocean with the toxic waste. We have two more bottles Tony, would you like them back?

Leaving Cape Baron Island we estimate that the wind was 30+kts so put in 3 reefs and hoisted the storm jib. A good choice as we were soon surfing along at between 7 & 8 knots. This kept up all day, only lessening slightly in early evening. We were hand steering and during the night we used the compass and the Amateurs Burgee flying below the radar reflector hoisted on the flag halyard of the port spreader to guide us. Generally the boat was comfortable at a particular angle to the following sea and this was also a good guide. Several times we had waves over the dog house, one of which penetrated the cabin dorade box and delivered a stream of cold water on Richards head as he slept. It was nearly his time on watch, but a rude awakening none the less. The water also penetrated to the quarter berth soaking my kit bag.

This morning has seen reduced wind which has been around the 10kt mark all day. The seas have calmed and the swell decreased from about 3m to 1m. The reefs were knocked out and the storm jib replaced with the No 2 heady. Thus we cruised the day.

Log continues at 2130. Now anchored on the North side of Gabo Island. Bit of a swell, Richard spilt the rum. Plan to set off early to Eden to re-fuel and water & then continue. Crew absolutely knackered & lack of sleep getting the better of us.

Capt Snooze signing off.

Captains Log: Thursday 4 April 2013; 2000hrs

Its been an uneventful day. We awoke at dawn and watched the sun gently rise shedding its light over Gabo Island and the adjacent Beaches. Gabo is a rather flat island without any beaches as such and there is a narrow separation from the mainland, only deep enough for small craft to pass through. The mainland beach is white sand with sand hills rising behind. If it were in Queensland, the place would be crawling with 4WDs and campers. We weighed anchor and motored east to Cape Howe before turning north for Green Cape.

Green Cape lighthouse is a lovely octagonal structure with a square base. The adjacent lighthouse cottages look to be in excellent condition; their white forms standing out on the cliff tops. I had by this time cast on to my fishing reel the remaining line but it was a small amount compared with that previously and the lure could only be towed some 20 metres behind the boat. Our luck was not in today.

The next headland was Red Point where Boyd's Tower stands some 20metres above the headland. From the wonders of Google we managed to learn that it was designed and built in 1847 by Benjamin Boyd, an entrepreneur with shipping and whaling interests, as a lighthouse. The information did not say whether it was ever used as a lighthouse but apparently when Boyd's financial empire crumbled it was taken over by the Davidson family and used as a lookout for whales in their whaling operations. During the whaling season it was manned daily and boat crews alerted to the presence of whales by a gunshot.

We docked at Eden at 1400 and tied up alongside the pilot boat. Presenting ourselves to the harbourmaster to pay our dues we were advised that his was not necessary for a short stay but were recommended to avail ourselves of the shower facility. Richard went shopping for more rum and other essentials, including more fishing line, while Peter and I re-watered the boat and re-fuelled. I went up the mast to retrieve the furled halyard and tackle; the shackle had become dislodged from the furled swivel during a hoist in the

high winds. We couldn't retrieve it at that time so hoisted it all the way and used a spare halyard for the sails. The next problem was finding a pin to suit the shackle as a new shackle would not fit the furled swivel. Ingenuity won out in the end what do you expect with two architects aboard, chaos?

We departed Eden at 1730 and as we headed out into a NE breeze, *Fidelis* was entering Twofold Bay. We presume she is on her way home from Hobart too.

The wind is light and we motor sailed for a while. However, it was a lot of effort for no gain so we gave in, lowered the sails and are now motoring again. The destination is Jervis Bay. ETA early tomorrow evening.

Dinner tonight was Lipscombe Larder chicken curry; we have an abundance of tinned peas which are obligatory with each meal. I am however awaiting the ice-cream and tinned fruit.

The only excitement has been Peter mistaking an aircraft taking off from Merimbula airport for the masthead light of an approaching vessel. Having throttled back, watched and waited we realised what it was.

Capt. Confused signing off for tonight.

Captains log: Sunday 7 April 2013; 0900

Sitting in the sunshine on the dock at the Green Boatshed in Mosman Bay. We made it!

The last two days have been relatively uneventful. The course I had set from Eden to Jervis Bay took us outside Montague Island and I estimate that we had a 2 knot current against us. You would think I would know better by now! There was little wind so we motored and when there was some breeze set the sails. On Friday we came closer to the coast and found ourselves just north of Batemans Bay. The plan was to overnight in Jervis Bay and set out early Saturday morning for Sydney. Progress was slow and we were due to report in to Marine Rescue (MR) at 1900, our ETA for Jervis Bay. At 1903 MR called with the Lara Bingle greeting 'where the bloody hell are you'. By this time we had decided to sail through the night again and promised to call in at midnight when we would be just north of the entrance to Jervis Bay.

Friday was very calm and the log entries record the frustration of little or no wind. During the day I caught a Mahi Mahi or Dolphin Fish. It was undersized and we threw it back. Later in the day there was a big bite and again some monster took the lure and all the line again! Not having much luck. We had bought more line in Eden and this time we had plenty of spare to re cast onto the reel. Another bite on Saturday tested my knot tying ability which was found to be lacking and my final small lure was taken. The fish was on the hook and being reeled in when this occurred, honest! I will have to get the Fisherman's Knot app for my iPhone.

Friday night was slow progress again, rain showers and very variable winds. I thought our luck was in at one point and turned the motor off only to turn it on again ½ an hour later. At this point we were at the northern end of the Jervis Bay projection into the Tasman Sea and the current against us had increased, my estimate was about 2.5 knots. We had calculated the amount of fuel remaining and estimated we would run out just before Sydney Heads, bugger! During my Friday night watch I googled fuel stations in both Kiama and Wollongong, our only two options for porting. I opted for Kiama, knowing the port and we duly docked just after dawn on Saturday morning.

We departed Kiama at 0900 Richard and I having had a swim in the local rock pool. A warm bath compared with the Tasmanian waters. Again it was a motoring effort, trying to stay ahead of the rain clouds which were pretty ominous. Hugging the coast to keep out of the current and take advantage of a view, we motor sailed all the way up to Sydney. At sunset we were off Cape Solander at Botany Bay. A short while later Richard's lure struck again and we landed a very nice sized Bonito. At least Richard will have a trophy to take home. I had been very rude about his fishing equipment ribbing him about using whipper snipper twine for fishing line. I had to eat humble pie and will be off to the gardening centre for the next reel of line.

We entered the heads and turned into a very calm Sydney Harbour at 2133 the sky lighting up occasionally with flashes of lightning out to sea. Dodging the usual party boats, we motored up to Mosman Bay and docked at 2015.

The weary crew helped offload the heavy equipment, did the washing up and celebrated with a Dark and Stormy. The rum rations had been restored at Eden with a bottle of Captain Morgan's finest Jamaican rum.

So endeth the saga. Bet you can't wait for the movie!

Captain Courageous signing off.



"I gather you have a photo of someone who looks a lot like me in very dubious attire during the Festival. I emphatically deny all rumours and will claim in court that it is either my twin brother or a body double!"

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 \$20 for a text ad (maximum 25 words). \$30 with a picture. Ads will run for two issues, member's ads longer if you ask for an extension. Submissions close on the 21st of each month
NOTE: Items for free, No Charge. Contact the Editor, see page 4 for details.

FOR SALE

Wooden Boat magazines. approx 70 - 1990s to early 2000s \$3.00 ea. or \$150 the lot. Can bring to meetings. Phone Dick 9520 7557 or 0414 452 075.

FOR SALE

JLH, as featured on front cover of Scuttlebutt,



Aug. 2011 Built by President Shipwright Services at Drummoyne – basically a replica of *Cinema*, the first licensed fishing boat in NSW - as featured in the WBA publication, Australian Wooden Boats.



LOA 18ft, beam 7ft. Draft 2½ft. Planking Richmond River pine on Spotted Gum timbers. Sole 13 HP, 2 cyl. diesel, with 60 litre tank. Cuddy cabin. \$29,500 or best offer. Phone John or

Peter on 02 9181 3467

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Contact Ross 0413 44 55 33

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Motor, Chapman Pup, Single Cylinder 4-1/4HP



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Bella is one of the Couta fishing boats built by Alex Lacco for commercial use in Port Philip in the 1950's. She has been refurbished and well preserved and has been in Sydney for 25 years. She is a round bilge 6.2m launch with transom stern and small cabin house. Hull is reported to be kauri with plywood deck, and small Oregon signal mast.

Inventory includes: Original Volvo twin cylinder diesel MD7A, Life jackets, mooring lines, fenders, running lights, electric bilge pump, boat hook, danforth anchor and chain, cockpit storm cover etc.

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Contact Nigel Stoke 02 9922 4355 / nigel@stoke.net.au

FOR SALE

Harrison Butler pocket cruiser *Thuella*, 24' LOA, 7'1" beam, 4' draft: Built Melbourne mid '50's:



Balanced, solid and an even classic double ender, carvel hull, Huon pine/qum ribs. Professionally painted + anti fouled Nov '12 stripped back to planks, filled + faired with minor re caulking- excellent tight hull. Yacht owned by succession of shipwrights. Powered

by a well maintained 2nd hand 18 hp Volvo P 2002 with low hours + recon'd original VP starter motor plus other bits & pieces e.g. new engine mounts. Standing rigging replaced '09 plus new spectra halyards (4) along with Oregon mast overhauled, new mast light fittings, wiring including anchor lights + LED mast head+ 2 new marine batteries. New SS internal chain plates, stem bow fitting and brushbox samson post. Warm interior of teak, cedar and silver ash + leather cover'd seating/sleeping berths for tall folk- Full custom boat cover doubles as battened shade tent at mooring. Full complement of workable sails + spinnaker. Original bronze fittings plus radio/s (not installed) All the hard structural work now complete - just minor internal varnishing required. \$19,500 ONO Reluctant sale. Boat moored North Harbour, Call Cleveland Rose, mobile 0413 930 002

FOR SALE



Double ender red cedar and white beech cold moulded peapod style wooden boat. Designed by Richard Lepelastrier and built by Bruce Keir. It has leeboards, rowlocks and oars. It's sloop rigged with a mainsail and headsail and an unstayed Oregon mast. Recently refurbished in Bruce's workshop it has an epoxy finish and dynel below the waterline. Comes with a custom built formply trailer.

Contact: cynthia_brook@hotmail.com

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Our page 8 storyfrom Ian Smith

Serenity was built to Lyle Hess's *Seraffyn/Renegade* design of around 1950, based on English working boats but with a bit of American influence coming in. Lin and Larry Pardey sailed *Seraffyn* around the world in the 1970's. My son Jordan, whom some of you know (and many would remember his WBA talk on his hand plane collection a few years ago), started building the boat in 1994 when he was apprenticed to me, in our shed at Mortlake.

The boat is strip planked in Oregon on a laminated Oregon backbone and Spotted Gum sawn frames on stations, sheathed in double-bias cloth in WEST System epoxy resin. The deck is dynel-sheathed plywood over laminated Oregon beams, the cabin sides are Mahogany, and hatches and skylight are Teak.

Jordan had built the hull and turned the boat over and built the deck and some of the interior by 1996 when we moved the business and boat to Blackwattle Studios in Glebe, and Jordan finished his apprenticeship. He continued working on the boat after a brief overseas trip, and had it up to the stage of a completed hull and deck and bulwarks and most of the interior when he left in 1998 to join the *Endeavour* replica in Nova Scotia and left it in Vancouver 18 months later. Only a little more got done before he was off overseas again and was absent when Blackwattle Studios closed down in 2000 and we had to move the boat to a chook farm at



Somersby. Several more moves followed, until in 2007 my wife Tricia expressed the view that the only way he was going to finish it was if we went in halves with him, which would involve selling our own Frances 26 Blackwattle which we had launched in 2000 from the Blackwattle Studios a week before they were pulled down. So that's what happened, we fitted a lead keel to *Serenity*,



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'Boats of my life'

finished off the hatches and fully painted her and launched her without engine or rig in 2007. It took until 2010 to build the rig and fit the 18 hp Yanmar, and we launched her at Woolwich Dock the day before the Wooden Boat Festival at the ANMM in October that year.

We chose the gaff rig option, but while comparing the rigs of *Seraffyn* and *Renegade* it appeared that the centre of effort of the gaff rig sail plan was well aft of that on the Bermudan rig. Knowing that Lin and Larry Pardey had sailed on *Renegade*, and having got to know them when they stayed at River Quays in 1991, I contacted them and asked Larry if *Renegade* had weather helm. His reply was emphatically yes, it was a real pig!

See Phillip Turvey at meetings
 or call him on 0417 657 613

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So I redrew the gaff rig sail plan to move the centre of effort forward to a similar position to that on *Seraffyn*. *Serenity* balances beautifully, with just a little weather helm in gusts, which is exactly what I wanted. In steady breezes I can let go the tiller for short periods and the boat stays on course.

Serenity is moored in Five Dock Bay, and though we did sail a season and a half in Balmain SC twilights and SASC Gaffers' Sunday races, we now largely use her for weekending.