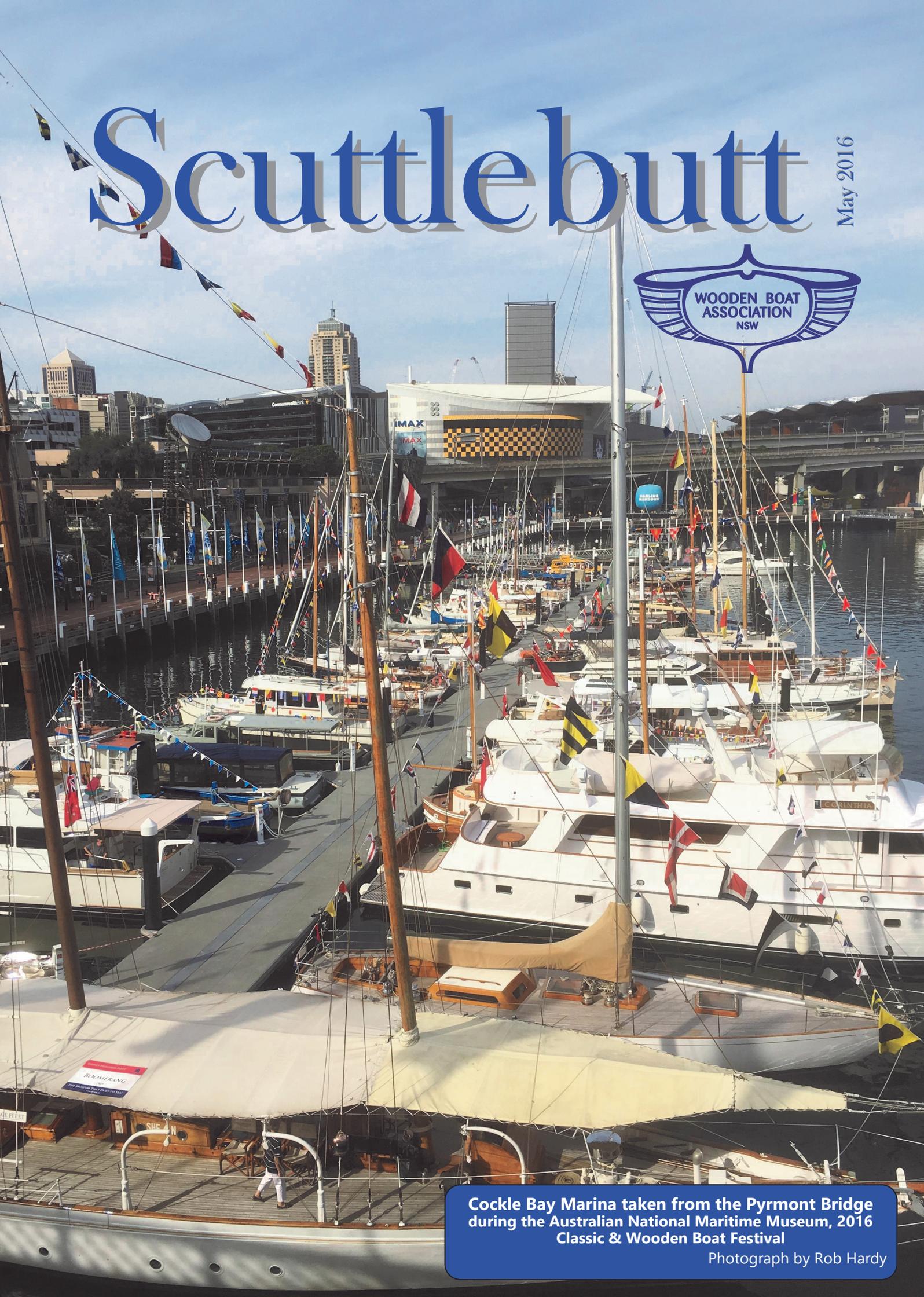


Scuttlebutt

May 2016



Cockle Bay Marina taken from the Pyrmont Bridge during the Australian National Maritime Museum, 2016 Classic & Wooden Boat Festival

Photograph by Rob Hardy



President's Report

Ross McLean

~ WE DID IT – or more to the point – YOU DID IT ~

The 2016 Classic & Wooden Boat Festival was a resounding success!

Somewhere in the order of 48 boats at the Cockle Bay Marina, about a 1/3 of the total number attending the Festival, with more than a 1/3 of the total Festival vessel numbers attending being owned by WBA Members.

Members of the Committee, and the 2016 C&WBF Planning Committee can go to as many meetings as they like, BUT, without the support of the general membership, it can be a complete and utter waste of time ... so ...

I'd like to take this opportunity to thank Alan Stannard, our erstwhile Dock Master; Peter Gossell & Tom Hughes for helping at the C&WBF Planning Committee Meetings over the past 24 months; our Editor Chris Goddard for continuously promoting the Festival in Scuttlebutt, and YOU the members, for getting behind the Festival and bringing your vessels or volunteering on the Festival weekend. Many thanks to all and well done you!

And lastly but by no means least, the Cockle Bay Marina has been donated to the ANMM for the Festival, thanks to Brian McDermott of the South Steyne & Marina and Kevin Sumption from the ANMM. Needless to say, your Committee has plans to thank both men in an appropriate fashion as well as key members of the ANMM team on the 2016 C&WBF Planning Committee.

Cockle Bay looked magnificent, especially as it has been determined that we had over 6000 visitors over the 3 days of the Festival. That was a fantastic result!

At our April meeting, our members enjoyed hearing from Don Parker on his firstly purchasing a 40 something foot long sailing vessel and the exploits of he and his wife, Elizabeth. They purchased the vessel up north and not satisfied with the latitude they found themselves at, continued further north then back down to a sensible latitude and Port Hacking, in the Shire.

Don rounded off his boating adventures recently by bringing his steam launch along to the 2016 Classic & Wooden Boat Festival, along with Terry and Jan Lance and their new steamer, and a veritable

eclectic array of craft in the Cockle Bay Marina. The steamers and SHF vessel *Harman* ran a ferry service across to the ANMM precinct which was very successful.

Again thanks to all who came to the Festival.

At the time of writing, we are still not sure if Sporties is undergoing a face-lift, or not. This may affect our meeting area, and we may have to meet in another part of the club during the work, so be prepared when you arrive for the next general meeting. Also, once again I'd like to remind everyone, that members are always welcome at the Committee Meetings, held on the next Monday following the General Meetings, same time, same place.

Looking forward to seeing you at the next meeting of the WBA.

Cheers,

Ross

Cheers, Ross

Phone - (m) 0425 330 560 Email - coastwise_nav@yahoo.com



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The Wooden Boat Association of NSW inc.

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Andi Morgan
02 9879 3969



Scan the QR code to go to the WBA of NSW Inc. on the web

New Members

We welcome the following new members:

- ◇ **Julie Lowes** of Ryde who is one of the trust of the *Martindale*, a 66 foot ketch rigged motor sailor, moored in Five Dock Bay.
- ◇ **Stephen Malone** of Turramurra who has a 24ft gaff rigged *Ranger*, *Tassie Too* moored at Seaforth.
- ◇ **Thomas Finnerty** of Point Piper who has a sloop, *Julnar*, a Griffin design, usually moored in Rose Bay.



The Wooden Boat Association of NSW inc.

www.wbansw.org.au

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

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 in this publication or at such forums.

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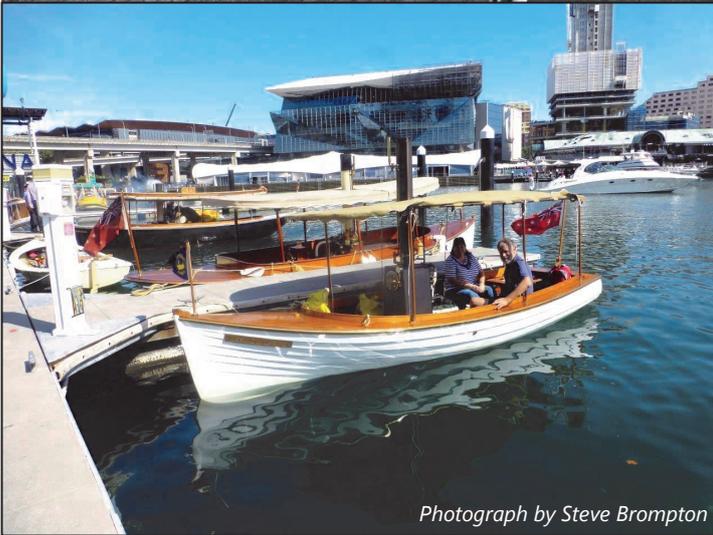
Participation in events organized by the Association may involve certain risks which include the possibility of harm or damage to vessels, equipment or persons inherently associated with the perils of the sea or weather. Such risks will require the exercise of the prior judgment of members on behalf 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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Australian National Maritime Museum 2016 Classic & Wooden Boat Festival



Photograph by Robert Baker



Photograph by Steve Brompton



Photograph by Remko ten Bruggencate



Photograph by Robert Baker



Photograph by Robert Baker



Photograph by Robert Baker



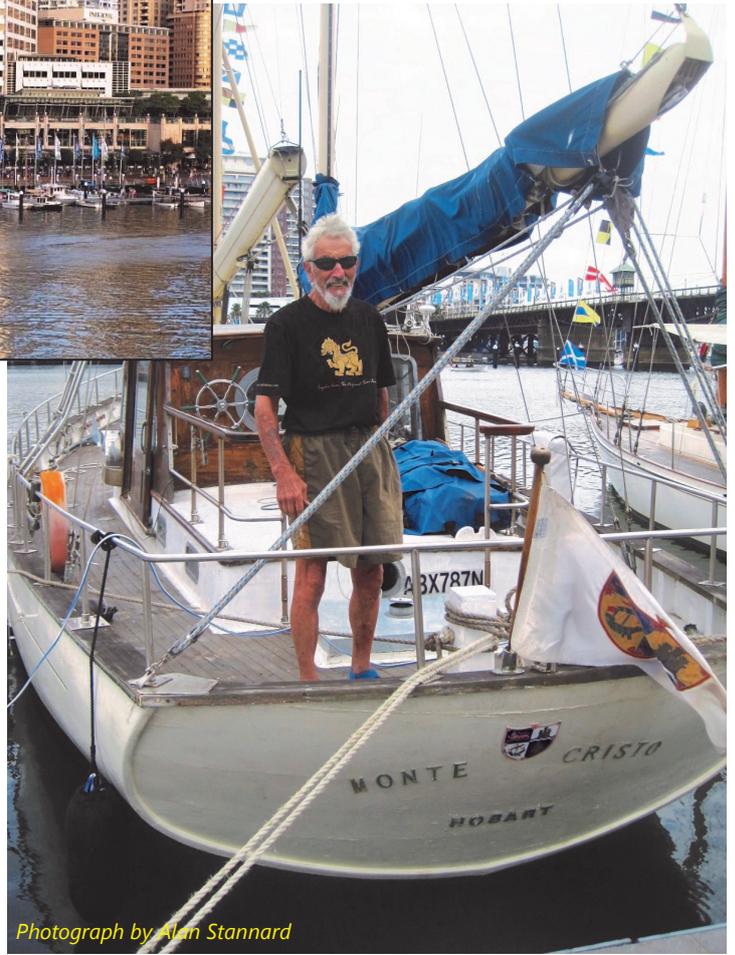
Photograph by Rod Hallewell

Be mindful that nominations for the Hal Harpur Award close on September 30th. Nomination forms can be found on our web site.

Australian National Maritime Museum 2016 Classic & Wooden Boat Festival



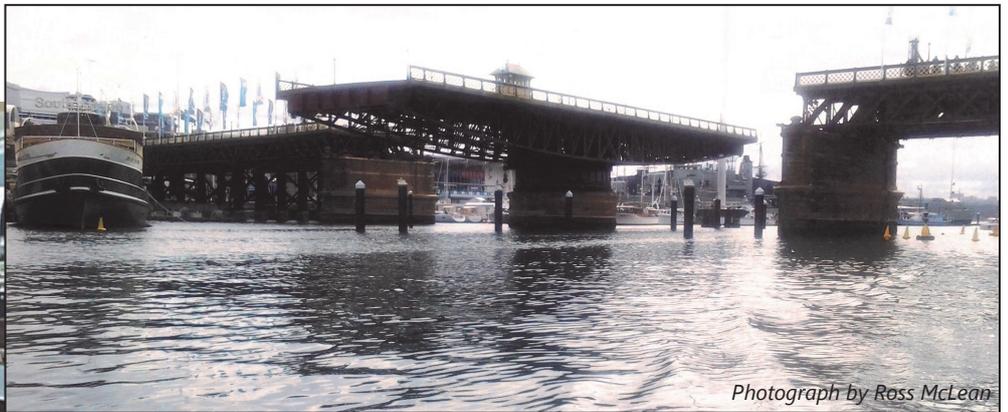
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Photograph by Alan Stannard



Photograph by Remko ten Bruggencate

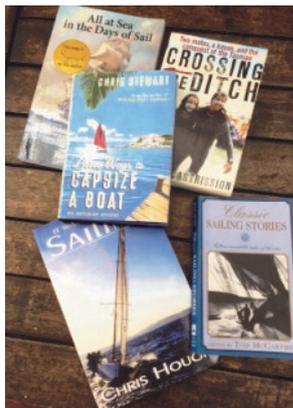


Photograph by Ross McLean



Photograph by Rob Hardy

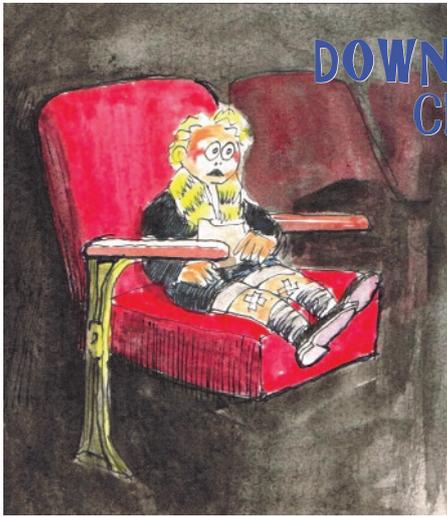
Book Donation.....



Graham Osborne, our regular contact at Power Colour, the printers of Scuttlebutt, was a visitor to our February meeting and won second prize in the raffle.

Graham has gone through his book collection and decided to give some of his surplus to the WBA. One of the books has been signed by the author, while another has the interesting title, *Three Ways to Capsize a Boat!*

Many thanks Graham.



DOWN MEMORY CREEK

At the Movies

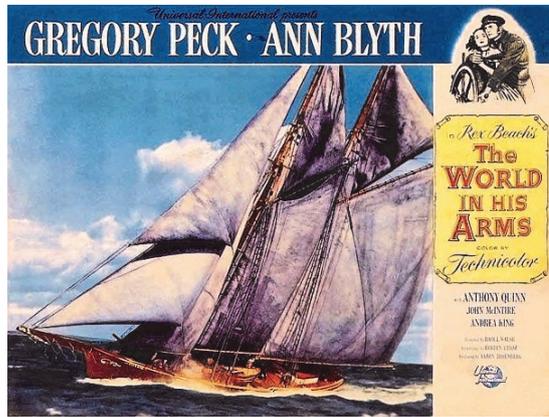
Quirky witters on about films that brought sea-going adventures to post war BirminghamAll viewed from the 1/9's with a quarter of dolly mixtures and through the shining eyes of youth...

Chatting with Jon Bell recently about the proposed movie night at his perfect location at the Boatshed at Woronora, the topic turned to what film would best to show?

On the drive home, my grey cells were fizzing with memories of flicks that brought the sea into our grubby little landlocked suburb. I was probably overdosed with classic films before they became available on TV as my father ran the local cinema. This was all years ago in Birmingham and the family cinema has been a mosque for over fifty years. Just as our local pub has just become, despite a century old history of being steeped in alcohol and pork scratchings.....

First memories were the original 1935 *Mutiny on the Bounty* with Clark Gable playing Fletcher Christian in the only role I can recall in which he appeared without his mo. Charles Laughton belted out some of the best lines of his career delivered with such memorable passion that I found them useful in corporate discussions in later life "....hanging from the highest yard arm in the British Fleet." And in *Witness for the Prosecution* "Were you lying then, or are you lying now...?" Readers can complete this line.

Errol from *Tassie* was our schoolboy hero, swashbuckling his way through *Captain Blood* and *The Sea Hawk* against such memorable villains as Basil Rathbone and Henry Danielle.



I thought at the time he had the perfect job, except that he had to kiss all those ladies. Well, one of them was the daughter of the designer of the Mosquito bomber so that wouldn't be so bad. And her brother was the test pi-

lot....Cor.....

Interspersed with flickering back projection, perhaps the most realistic black and white sea scenes were in the 1937 *Captains Courageous* of Gloucester fishing schooners. If you want to see similar ones in colour check out the 1952 *The World in his Arms*. However, between these wonderful action scenes of close quartering vessels under full sail, you have to sit through some pretty cardboard bits. From memory these are enlivened by Anne Blyth's cleavage and Anthony Quinn feasting off the scenery.

The 40's and 50's produced some pretty standard pirate films in which everyone in shipboard life in the none air conditioned Spanish Main were clean and never sweated and the heroines were always perfectly groomed and made up. Just like in the *Pirates of the Caribbean* series. All those red coated British troops just had to appear with waistcoats, blancoed belts and clean white collars..... As every detective in a British police drama must wear the obligatory mac / overcoat while interviewing people around a swimming pool. It's part of the character.

Before computer generated special effects, you could pick out the scenes where model ships were used in these films. It is hard to fake sails and

waves at a smaller scale. The original *Bounty* film had the budget for a full sized ship. Two in fact, as *Bounty* and *Pandora* were built around two wooden sailing traders from 1882 and 1892 which were still around the California coast at the time. They had bulkier hulls built over their existing ones and one of them was reported as having this removed and later going into the Catalina Island tourist trade. The Nova Scotia built *Bounty* for the 1962 *Brandon Bounty* sank in 2014 under dramatic circumstances when her skipper took her into a well publicized hurricane. After the film was made she was sold at the same auction as Judy Garland's famous *Wizard of Oz* red shoes. The shoes fetched an eye watering price, the ship just \$250....

Outcast of the Islands was a 1952 Carol Reed film in which the 1892 three masted iron schooner *Result* played a trading schooner in South East Asia and was filmed off the Scilly Isles. (Quite a bit of appropriate wordless sweating in this film between a Young Trevor Howard and a dusky damsel. Check the trailer.) I saw this vessel after her 1947 refit, yes, as a sailing vessel, and later in 1963 when she was delivering coal to Alderney in the Channel Islands. She actually scored a direct hit on a U Boat in WW 1! Unfortunately, she since met a tragic fate which I will tell you about sometime.

It all started when she fell into the hands of a museum.....

How about the 1979 *Riddle of the Sands*? featuring Michael York and his cheekbones along with Jenny Agutter and a specially converted lifeboat playing the part of Dulcibella, Erskine Childers own yacht, which was also a conversion. Slightly less impenetrable than the book. Not many bestselling authors wind up in front of a firing squad.....But I have a few suggestions...

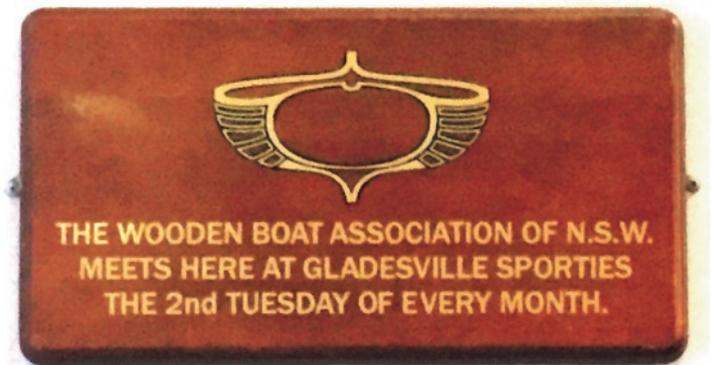


It's alright Caruthers, nearly there...
or
Next time Caruthers, next time we'll use a marina...

Readers may have their own list of favourite sea films, let's hear from you. Just about all of them are available free on line.

Well, you could watch them that way, but wouldn't it be better in a group where we could all pretend we were kids again, in the 1/9's? Hmmm...I think we might get something more substantial than a quarter of dolly mixtures.

Have you noticed this



Peter Gossell prepared this plaque for the WBA some time back, but it took a while to have it mounted on the wall of the entrance foyer at Gladesville Sporties. Thank you Peter.

Each month we file past it into the club, and then file past it again as we head upstairs for the meeting. So next time you are at Sporties, and you see a fellow by the name of Farrook serving behind the bar, or greeting you as you enter Sporties, please say thank you to him for putting the plaque up for us. It may have taken a while to get it there, but if it wasn't for Farrook, it would still be languishing in the Club Office.

Thankyou Farrook for your service and your assistance.



THE CAIRNS REPORT

from Chris & Gilli Dicker

in Sydney signing autographs, then on the tarmac in steamy Cairns....but almost always in trouble.

It was very good to catch up with old friends, some that go back to the start of it all. John Wood also said G'day as he went flying by. So good



Photograph by Remko ten Bruggencate

arriving in the breeze, a motley collection of anchors dropping over bows, stern lines caught by willing hands ,movement and camaraderie. It may not have been about expensive beautiful creations though they were certainly represented, my memory tells me more that it was a collection of wooden boat sailors from all walks rendezvousing at this place that had been provided for them by a person of vision and for the heck of it. We owe a lot to John Wood and his family.

He wore a boater and with a loud hailer went from boat to boat encouraging people to get involved, the quick and dirty, the blindfold rowing race and the pirates....they weren't just pretend pirates...friends of Johns no doubt!

My thanks and appreciation to all those that made the Sydney festival possible and to those that made it happen. Alan Stannard seemed to be in 4 places at once but still had time to make everyone feel important.

Unfortunately I only managed to get over to the Maritime Museum side a couple of times. I was a guest of Mike Warner on *Lahara* who kept plying me with beer and cold collation, rum and tall stories. Wonderful to spend some time with Gino Coia and Harry Driftwood's colourful daughter. There was enough to keep me in Cockle Bay. The 'other side' did have some colour and a festive atmosphere and some beautiful boats. There were enough interesting stands including that lot from the Tasmanian festival. The steam boats were a highlight, chugging to and fro, could have been promoted a bit more. Perhaps some wandering minstrels or



musicians at the 2009 festival

indeed a bit more action on the water if that is legally possible these days. The odd *hanging from the yard arm* would surely have livened things up.

Thanks to all who offered me a berth for the weekend.



Quick and Dirty was the 2013 Festival

April Meeting Raffle Winners



First prize to Marylyn Jones.



Second prize to Ross Marchant.

**131 Prince Edward Park Road
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(02) 9545 2584

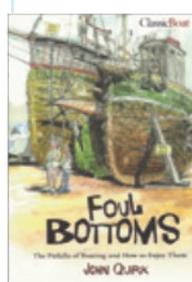
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WoronoraBoatshed

Café and Boat Hire

Proprietors and hosts
Jonathan and Jane Bell



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.



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 2 for details.

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Yamaha outboard on galvanized, braked, registered trailer. Boat not registered (not previously required). Excellent boat is a flat bottom sharpie, self designed. Motor is v. good condition, electric start, trim and tilt, wheel steering. 20 years since build. Boat weighs 450 kg, 800 kg including trailer.

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Powered by a very reliable and economical GM 6-71.

442 has been a regular participant in various WBA displays and Classic and Wooden Boat Festivals.

442 is moored in Half Moon Bay in Drummoyne.

For more information, please contact Andrew Knox on 0434 404 716

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THE WOODEN BOAT FESTIVALS - part 2

Prepared by John Wood

Fifth Festival 1994 (Berry's Island)

Continuing the tradition and the success of the new Berry's Island location, the fifth Festival proved to be another success. It was regrettably the most expensive and arduous exercise to construct the temporary marina because all the Navy barges were in "operational use" deployed elsewhere. I found a construction company who hired pontoons (generally used in the mining of mineral sands on the NSW coast). These steel pontoons were from memory 8m long and 2.4m wide. However they had to be trucked from outer Western Sydney on semi-trailers and once at the Berry's Island site, a 50 ton crane was required to launch them. The narrow pontoons were far from ideal, as it made marina access for the public very restricted.

Once again, the Friday weather proved a problem, with the Southerly buster making it impossible for the contractors to erect the giant display marquee. Three times they almost erected the tent, but the wind gusts took it to the ground. Successfully erected early on the Saturday morning, all was OK by 9.00 am and trade exhibitors were operating.

This Festival celebrated the publication of the WBA "Classic Australian Wooden Boat Catalogue", which was launched by guest member Bill Gale on the Friday evening. Due to the wind, about 80 people crammed into a little tent that was heavily pegged down on Berry's Island Park to celebrate the book launch, and along with the appropriate liquid refreshment, a great night was enjoyed by all.

The workload of running the Festival almost single-handed was proving enormous. The funding was another issue and my resources were limited. But with the support of Paul Smith who headed up the WBA Festival Committee, the 1994 event was the best to date on Berry's Island. Over the years, the Festival had enjoyed the support of the various boating clubs, MSB, Volunteer Coastal Patrol, Water Police, Sydney Maritime Museum, ANMM and Local Government Authorities. The media also helped, particularly the radio stations, and we always enjoyed some TV coverage. Regrettably, only limited support came from the commercial marine industry, who paid to exhibit, and who in essence were fundamental to ensure the financial viability of the event. This Festival unfortunately incurred a substantial loss, which had to be borne by my family and me, and it was obvious that unless a corporate benefactor or funding grant was forthcoming, then the Festival would fold.

Consequently, after numerous efforts to obtain funding, I 'pulled the plug' on the 1995 Festival in an effort to get some media and public attention to attract a sponsor. A number of media commentators wrote about the Festival loss, and demanded that something be done about it. It was disappointing that no benefactor appeared to come forward, yet there were other people in other locations and states who wanted to run similar Festivals. During 1993, I was contacted by members of the Maritime Museum of Tasmania who said they needed advice in setting up a Festival in Hobart. I was able to give them plenty of encouragement but at that time lacked the resources to travel to Hobart to provide practical assistance. Later that year I was asked by Brighton City Council in Victoria to prepare a feasibility study for a Wooden Boat Festival on Port Phillip Bay. Also in 1993 the organisers of the Goolwa Wooden Boat Festival in SA came to Sydney to go over the organisational details to put on a Festival (an event that is now established and most successful). In 1994 I was asked by Brisbane City Council to prepare a Feasibility Study to run a Brisbane River Festival, and my report to the Lord Mayor was welcomed. This festival is now established as the Brisbane River Festival, and is now part of the Brisbane calendar, and includes the involvement of the WBA of Queensland. In 1994 the Toronto Chamber of Commerce approached me to advise on their Festival, which is now called the Lake Macquarie LAKEMAC HERITAGE FESTIVAL, (2016). This Festival for a local community has been most successful and continues to be.

Australian National Maritime Museum

Late in 1996, I was approached by the Australian National Maritime Museum, to see if they could assist in running the Festival. A long and detailed meeting was held with staff from the Museum and I proposed a concept that would meet the issues of the public institution, and work as a festival for the boat owners. In early 1997, the Museum agreed to assist and provide staff resources to run a

Festival. I immediately negotiated with the Darling Harbour Authority and City West, and Matilda Cruisers, to take over the new commercial Marina and shed at Wharf 7. The Museum insisted that a legal contract be prepared between myself and the Museum, which ensured they could control the Festival, and this document forms the basis of future cooperation and Festivals at the ANMM.

Sixth Festival 1997 (Darling Harbour)

This was a sharp learning curve for the ANMM staff, but they were supported by me and an active WBA committee. The Festival was considerably different in atmosphere to the previous Festivals, however it was gauged as a great success by the Museum, who were now fully convinced that this was an 'event' on their marketing program to get the public through their turnstiles. This of course has had its conflicts with some of the philosophy of the WBA, particularly safe anchorage without wash from commercial vessels entering and leaving Darling Harbour, and their need to support the 'exhibitors' - the wooden boat owners.

Seventh Festival 1998 (Darling Harbour)

The Festival moved to the Pyrmont Bay side of the Museum. There were problems with ferry wash, but it afforded a great location inside the confines and wharf area controlled by ANMM. A good Festival and well managed due to the considerable resources of the Museum. There were restrictions as to the number of vessels they could accommodate due to the wharf and pontoon space, and some boat owners were disappointed when their registrations were rejected. Unfortunately the public was charged to access the Festival as a pre-requisite to Museum property.

Eighth Festival 1999 (Darling Harbour)

This was the best managed Museum festival they had held to date due to the commitment of Dianne Fenton, who was given charge of events and education programs at the ANMM. The Festival now became the largest single draw card the Museum had, and was their most successful event in terms of the public at that time. A cloud did fall over the event however, with the change in Museum Director, as Kevin Fewster who previously personally supported the Festival, moved to the Powerhouse Museum, and the new acting Director, curatorial driven, had apparently less interest in 'festivals' and 'events'.

No Festival was held in 2000, due to the Museums other commitments. The Museum decided to hold the Festivals bi-annually.

Ninth Festival 2002 (Darling Harbour)

The Festival date was changed from the previous established second weekend in October, to the 2nd and 3rd March. This change of date I considered to be a mistake as it was placed at the end of the boating season. However the Museum said the March date fitted their 'program'. It was again managed by the ANMM under the guidance of Dianne Fenton. It was the first Festival to be held under the leadership of the new museum director, Mary-Louise Williams.

Recent Festivals

As the festival dates were changed to March every second year by the ANMM, the October date was lost in the annual boating calendar. Dianne Fenton departed the Museum at this time. The festivals were now generally organized by museum staff with limited reference to the WBA and no acknowledgement or invitation for my input. Hence the character of recent festivals has changed and the participation by wooden boat owners has reduced. I hope this attitude on behalf of ANMM will change with future Festivals.

Australian Wooden Boat Festivals - Hobart, Tasmania

Without a doubt, the Australian Wooden Boat Festival held bi-annually in Hobart is the bright light in this country for classic and wooden boat owners and the public generally. First held in 1994 (myself and many WBA of NSW members attended), the Festival has flourished. Tasmania still has committed and practicing shipwrights and is building and restoring many wonderful timber boats. Every festival, grown from humble beginnings, has expanded to such an extent that it is now the second biggest Wooden Boat Festival in the world. It is now supported by the State Government, Hobart City Council and the Hobart Marine Board along with commercial sponsors and the whole of the marine industry. Their funding in cash and kind exceeds \$500,000 per Festival. It generates millions of tourism dollars into the Tasmanian economy.

This is the last of a two part series, the first instalment was last edition.

— — ON THE HORIZON — —

THIS YEAR 2016

May 10th

May 16th

June 14th

June 20th

June 24th - 26th

July 12th

July 18th

August 9th

August 15th

September 13th

September 19th

September 30th

October 11th

November 8th

November 26th - 27th

December 13th

WBA Meeting, Gladesville Bowling & Sports Club, guest speaker, Bruce Shying

Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club. Guest speaker, David Glasson, winner of the 2015 Hal Harpur Award. Assisted by Peter Cole.

Committee Meeting

Working with Wood Show

WBA Meeting, Gladesville Bowling & Sports Club, guest speaker, Mike Watson of Classic Boat Supplies

Committee Meeting

WBA Meeting, Gladesville Sporties Club, guest speaker, Stephen Bochner. 'Halvorsen Boating'.

Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club. Speaker, Sally Ostlund on the *Charles W Morgan*

Committee Meeting

Nominations close for the 2016 Hal Harpur Award

WBA Meeting, Sporties Club, guest speaker, Rob Widders, Naval Architect

WBA Meeting, Gladesville Bowling & Sports Club

Quarantine Reserve, BBQ Saturday + NSW Wood Workers Association, raftup overnight

WBA Meeting, Gladesville Bowling & Sports Club