

Drive Marine Services

User friendly, eco friendly boat building needs

Davey & Co
Traditional Boat Fittings
Plywoods
Proof and Marine
Bote-Cote Anti-allergy,
non-amine blush, Australian
designed and made Marine
Epoxy Systems

Silicone Bronze fasteners
Largest range in Australia
**Marine glues, Epoxy
antifoul**
Timbers, boat plans, kits

Phone 02 9533 5470 or 02 9594 4250
Mobiles Dave 0412 366 998, Scott 0413 400 124
bote-cote@optusnet.com.au

Also at the Marine Exchange

Castlecrag Marine

Traditional shipwrights
specializing in timber
structural repairs
and workboat
conversions

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



Foot of Rockley Street, Castlecrag NSW 2068
Phone 9958 0425 all hours

Members' Monthly
of The Wooden Boat
Association
of NSW, Inc

June 2008

Scuttlebutt



THE MARINE EXCHANGE
DISCOUNT and SECOND HAND FITTINGS
**MASSIVE RELOCATION
SALE**
DURING MONTH OF JUNE
OPEN 6 DAYS
Telephone 9522 4471
55 Princess Highway, Sylvania. Parking outside
and at rear. www.marinexchange.com.au





LOVETT BAY BOATSHED

Your craft in our care is treated like our own

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

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

Special prices for Wooden Boat Association members

Call Michael Rich for free collection or tender
9997 7035

Scuttlebutt

Members' Monthly of the Wooden Boat Association of NSW, Inc
Return address PO Box 673, Forestville NSW 2087

Postage
paid
Australia

Inside this issue

President's message	2
From the Editor	2
From the Log	3
Hal Harpur Award	4
BOM does it again	4
Aub Rose in Memoriam	4
Pittwater news and views	5
Social occasions	5
Ages	5
Bonfire rituals in the North	5
From the archives	6
Notes and such	6
New members	7

Next meeting

Tuesday 10 June 2008

1930 hrs, The Auditorium,
Gladesville Sporties,
corner of Ryde Road and
Halcyon Street, Gladesville

Guest Speaker

Frankie Minehan of Quomont
Pty Ltd will talk about a new
German varnish system, Coelan,
with exceptional qualities

The pleasure of going slow

Greetings from Westwind at Ulmarra

There are few things that I have found more gratifying, more mesmerizing or more fulfilling than putting one foot in front of the other with a pack on my back and 50 miles of wilderness in front of me. Looking back from a rise it was always fascinating to see the ground one could cover with nothing else but one's own bodily efforts. Sailing is a bit like that and even though the talk is about squeezing as much speed out of the ship and winning the race, going slow, thankfully, is as much a part of sailing.

At first when we left Sydney I had a strange notion that we might pay for our extraordinary privilege of freedom by covering a lot of miles and in the beginning I was even anxious to

do so. Now after having spent more than a week in Broken Bay, a whole two weeks soaking up the serenity of Lake Macquarie, a week in the Port Stephens and Broughton Island area, a week in the Camden Haven and environs I make no excuse at the lack of mileage except to say we are learning to listen to our inner voice which will tell us when it is time to move on.

So, having established to all that going slow is ok, even good, I feel happy to say, "We are beginning our second week on the Clarence River."

A conversation overheard on the VHF at Iluka last week runs like this:

Vessel to VMR Iluka:
"We are departing the
Clarence for Southport and

would like to log on - over."

VMR to vessel:
"Do we have a tracking sheet
on you?"

Vessel:
"I am not sure."

VMR:
"What day did you arrive?"

Vessel:
"Two years ago - over."

Such is the Clarence, most of the charming little towns along its length were established in the mid 1800s. It is deep and wide and in the evening autumn hues very beautiful and - so far - no stink boats!

Sometimes, often, distances cannot be measured in miles but in experiences, which to us is the sole purpose of our journey.

Chris and Gilli Dicker

Oil and water don't mix

President's message

by Chris Goddard

Wooden Boat Association of NSW, Inc

PO Box 673, Forestville, NSW 2087
 Email smith_m_peter@yahoo.com.au
 Website www.wbansw.com

President
 Chris Goddard 9560 5192
 0414 447 007

Vice President
 Peter Gossell 9543 2408

Secretary
 Peter Smith 9879 7095

Treasurer
 Tony Curtis 9452 4166

Membership Secretary
 Ross Andrewartha 4739 3706

Committee members

Dick Branson 9520 7557

Jeff Clout 0408 993 026

John Dikeman 4739 2480

Bob Ellis 9555 7293

Robert Tullett 9997 4073

Scuttlebutt Editor

Lars Frostell 9451 9278

Email lars.frostell@bigpond.com

Our Scuttlebutt editor telephoned me yesterday to ask if I was doing a message for this edition. Automatically I answered 'Yes, of course', quietly berating myself for failing to realise how time had slipped away. Now I'm staring at a blank screen, fingers poised on the keyboard waiting for some intelligent, creative thoughts to kick me into action.

Approximately a month back, the progressively worsening oil leak in my two lung, raw water cooled, diesel engine got the better of me. I spent the afternoon of Anzac Day disconnecting all the adjuncts ready for the motor to be lifted out. I believe the engine has been in the boat 23 years with the hour run meter indicating 1700 hours. While I'm no mechanical whiz, I'm comfortable around motors, generally doing all my own servicing and adjustments on the boat engine.

I had convinced myself that the motor was still performing well and that some little piece of synthetic rubber had probably hardened with age and was the cause of the teaspoon of oil appearing in the bilge each time the engine was engaged. Visions of the EPA apprehending me for an oil slick on the water would be alleviated.

I persuaded myself that it would be too arduous to replace a rear oil seal with the motor still in the boat and that the vessel would benefit from a good clean and some paint in the bilge areas where I couldn't normally reach. Visions of Dick Branson's Starlight impeccably sparkling and uncontaminated motor room passed through my mind and provided a goal for my endeavours.

Further investigation has revealed that the rubber in the engine mounts and flexible coupling have come to the end of their service life and will need replacement. The mechanic, who has never worked on my motor and has obviously completed a marketing course in up selling, persuaded me to remove the sump and head, enabling a 'more thorough internal investigation'.

With further urging, he convinced me that the dipstick should be extended, making it easier to check the oil level - always an intricate task requiring the universal joints in my wrist and elbow to suffer a workout.

While I am now only facing up to some exorbitant costs for a multitude of gaskets and 'O' rings, the exercise has been worth it. My regular vinegar

treatment through the engine to minimise the salt encrustation appears to have worked a treat. I generally remove the exhaust manifold and mixing elbow every two or three years for a clean as this is an area that progressively cokes up. Three 24 hour treatments of hydrochloric acid this time round has returned the mixer elbow to its original internal diameter.

The motor should go back into the boat in the next two weeks once all the parts are delivered, but with the news this morning that the cost of diesel fuel has reached a frightening \$1.76 per litre in Sydney; can I afford to run it? The concept of "From Fryer to the Fuel Tank" is becoming more pressing.

Hal Harpur Award Judges

Elsewhere in this issue, we have reminded members of the Hal Harpur Award and our interest in identifying judges for this prestigious award. We have had the same folks in the role for some years and while they have performed the obligation extremely well, it is important to see some new faces in the role.

Safe boating to all members.
 Chris Goddard

From the Editor

by Lars Frostell

Guest speaker at the May meeting was John Crawford, owner of Vanity, the 24' Ranger type yacht racing at the SASC. Eight years since her launch, and having raced and cruised continuously since then, the yacht seems to have evolved in functionality further than imaginable for a design created in the 1920s.

We were fortunate to hear and watch a most engaging presentation, spanning pictures, comment and reflections on early construction, through to the launch, racing and modifications of the boat.

Included in the tale was the slight conversion into an ocean going craft and the sail to Hobart in 2007. The conclusion showed a stunning photograph of Vanity scooting along at 10.2

knots in front of the Sydney Opera House. It was awesome.

Peter Smith brings the sensational news that a buyer for Wayfarer has been found. The yacht came on the market after the owner, legendary Peter Luke, died last September. "A buyer sensitive to the vessels history", Gayle Smith, established contact with Peter Luke's widow (with some guidance by Graeme Proctor and Peter Moore).

Gayle is delighted with the arrangements, says husband Peter, and looks forward to advise from other learned members of the Association so that she can develop the skills which contributed to Wayfarer's record making voyage to Hobart in 1945. A record unlikely to be broken.



Wayfarer, top, and her new Master, Gayle Smith

For sale

WBA members may place a non-commercial ad free of charge if the member's name and phone number 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.



LUCIA

19' 9" Drascombe Peter boat. Double ended lug rigged yawl, complete with 4hp four stroke Yamaha outboard and trailer. The perfect camp-cruiser, in good order. \$8500. Call Tom Balfour 02 4861 6845; Email tombalfour@bigpond.com

SEAGULL 4HP

Long shaft outboard motor, seventies vintage, in working condition, with manual \$250. Call Tom Balfour 02 4861 6845. Email tombalfour@bigpond.com

AUTOHELM 800

Unused, in box \$250.00. Call Tom Balfour 02 4861 6845. Email tombalfour@bigpond.com

HERON RIG

Mast with s/s stays and rop halyards, boom, gaff, main, jib and spinnaker.

SUN AWNING

Sun awning and shear legs to suit 13'puttputt, made to go with the Heron rig. All in good condition. \$500 ono. Phone Wal on 0410 150 872 or 02 4975 3273.



TE WAKA

28' double ender, spotted gum and oregon, w/w good hull. Mazda diesel, motor's OK. Sleeps 3, full headroom. Lying Double Bay. \$6,000 or offer. Allan 02 9600 7056

WBA merchandise

Polo shirts	\$25.00	Australian Wooden Boat Book (incl postage)	\$15.00
WBA burgee, small	\$20.00	Rugby shirts, by order	\$45.00
WBA burgee, large	\$25.00	Business shirts, by order	\$40.00
Caps	\$12.00	Jackets, by order	\$75.00
Enamelled badges	\$10.00	See Dick Branson at the meeting or give him a call on 9520 7557	
Cloth badges, iron on	\$5.00		

On the horizon

8 June

Queens Birthday Pittwater Regatta
 Robert Tullett 9997 4073

13 - 15 June

Timber and Working with Wood Show
 Tony Curtis 9452 4166

5 July

South Steyne Pirate Dinner Party
 Bob & Barbara Tullett 9997 4073

9 - 10 August

Rozelle Bay raft-up and barbecue.
 Call George or Chris on 9819 6701

New Members

A number of new members have joined in recent months, reports Peter Smith. We are pleased to have them in our ranks, hope they come to the meetings and events and wish them much pleasure from their membership. They are:

Christopher Doran of Dudley
 Mervyn Damrowd of Cranebrook
 Malcolm Clyde of Birchgrove
 Ronald Herbert of Earlwood
 Peter Clamp of Terrigal
 Clive Gregory of Crows Nest
 Ken Hamilton of Balmain
 Duncan Sim of Lilyfield

Lars Frostell

RESTORATION PROJECT

VJ Cedar ply with full rig. In need of some structural repairs. POA.

also

FARYMAN 30 V2 30R DIESEL 25HP

two cylinder V-Twin with reduction gear removed. Appears to be in good external condition. Injection pump needs specialist work. Has good accessories, alternator, pumps, manifold, starter and gearbox etc. FREE if you remove. Contact Simon at Sydney Harbour Wooden Boats, Chowder Bay, 9969 2233

15' CLINKER TIMBER RUNABOUT

Built by Unique Boats of Sydney circa 1960s. Rove and rivet construction with lacquered cedar and silver ash interior and deck with white and teal blue hull, registered and boatcoded. 60 hp Yamaha 2-stroke outboard. Registered trailer. An attractive, classic runabout. Surely someone wants it at this price! \$3,500. Phone Gary 4977 1136.

WBA meetings

	General	Committee
June	Tue 10	Mon 16
July	Tue 8	Mon 14
Aug	Tue 12	Mon 18
Sept	Tue 9	Mon 15

Disclaimer

Opinions and advice expressed in this publication and at 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.

From the archives

By Mark Pearse



I think the advertising people would call this a “mood shot” or something like that. It’s a beautiful picture, beautiful yachts. A few WBA members will shed a salty tear over this one:

Entitled “Prince Alfred Yacht Club, opening of the season at Athol Bight – Sydney NSW”, no words can really do this photo justice. It goes to the heart of why we like boats, and why we especially like wooden boats.

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

Rally to Rozelle Bay

The next WBA on-the-Harbour event will take place at Rozelle Bay (Blackwattle Bay), opposite NSW Maritime facilities, on August 9 – 10. Gather on Saturday for usual raftups and evening barbeque. Conveners are, you guessed it, George and Chris Gear, phone 9819 6701



Who left the oar blade sitting on the gunwale of Mother’s rowboat? Wasn’t me, wasn’t me! We tied proper bowlines and double half hitches, though, didn’t we? The dark tarred little fishing boat was built under the sorb tree during three (at least) school holidays. Baltic Pine and heavy galvanized steel nails. A stout little vessel with a 2-cyl Albin; she served us well for many years. *Ed.*

From the Log

by Lars Frostell

Hal Harpur was the driving force and unofficial Commodore in the Pittwater group loosely referred to as the ‘Lion Island Race Group’, the ‘Hallett Rendezvous Mob’ or the ‘Hal’s Navy’. Ten to twenty boats would race monthly from Towlers Bay. During the winter months we would stay inside Pittwater, in the summer the Lion Island was included in the course.

A couple of times a year we had a cook-up on Halletts Beach, with a race back to Towlers the following day. The group is still going strong. When Hal, due to illness no longer could take part, I wrote down the experiences after a few of the races and posted them off to him. This is one of them.

15 – 17 November 2001

Helen and I set out Friday at 1420hrs from Saltpan in SE moderate breeze, overcast but pleasant. Stokes Point was nearly abeam before we had all sails up and drawing well, everything stowed away, the crew settled in and ready to enjoy the Royal Navy’s traditional glass of port. Not a sail in sight, the whole world our oyster. It is so gratifying, has an air of promise, to set out on a new sail.

The breeze stayed with us and we broad reached out over Broken Bay, then jibed and reached westward. As so often happens, once past Flint and Steel we had to tighten the sheets somewhat when the breeze is funneled out from the bays to port.

The Co-Op mooring at the end of Refuge was empty – the whole bay was so quiet, maybe 7 or eight boats in all. What those poor working classes miss out on! Good job we are in daylight saving mode again. We had ample time to take five o’clock tea in the cockpit, read the paper and the Yachting World (big article of this 24 year old 5’2 girl Ellen McArthur, who finished 2nd in the Vendee Globe Race). “Slip of a girl” they don’t call her any more. Dinner was taken down below, chicken



curry with rice and snow peas, Tyrrells Long Flat White wine, coffee and Helen’s Kentish cake, two ample size slices for the skipper. As Giff would write, “it is a hard life”.

For a long time I could not feel comfortable with the expression “messaging about in boats”, but then we Swedes did not grow up on Kenneth Grahame’s ‘Wind in the Willows’. I always felt that boat life has a definite purpose: you point as high as you can, you sand down with 400 grit ‘til the surface is absolutely smooth, and then apply the umpteenth coat of spar varnish, etc. No drifting, or going with the flow, is how I used to feel. Helen, however, told Giff the following night that I had been doing a good bit of ‘messaging about’ during the day, so I suppose there is still hope.

We took down the inner forestay, by the way, its halyard and paraphernalia, as we feel it complicates our sailing too much to race with the staysail. Bet it helps the speed, though.



From the *Westwind* journey: Chris Dicker at Camden Haven River pointing out their anchorage. On Saturday 24 May, *Westwind* was sailing again after nearly a month of waiting for their ‘inner voices’ to announce it is time to move on.

The cook-up on Halletts the following day was very convivial, as always. Wonderful, warm evening, calm water. 6–7 dingies were seen drawn high up on the sand, looking like turtles ready to lay their eggs.

Harvey and mate, John and Ann, Richard Phillips and his young crew; Tim, Brian and Adam, Giff, Arthur and June were there. Lots of lovely snacks handed around, the casserole heating, the possum scurrying around, convivial banter, drinks and at least twice we drank to the friendship of our commodore Hal. Afterwards we enjoyed a most pleasant time onboard Clervaux with coffee and port.

Sunday morning, overcast and strong wind warning. Like Windborne, we decided to leave the anchorage early, in case the westerly onshore breeze freshened. Complications followed, as the instrument indicated no oil pressure. Just as well we were early, for soon after we had sailed off the first strong gusts arrived. I was concerned about reaching the crowded Saltpan in strong wind and no engine, so we decided we had better head back to Pittwater early. Unfortunately we had to forgo the race. Sailing

out past the starting line we now had quite strong NW gusts, and our consolation was that the trip home would be easy. It soon fined up again, the wind dropped and could not make up its mind whether to blow or not, and what direction. There was a huge fleet of fishing boats out; must have been a competition, and we saw one bloke land a whopper as we drifted backwards at Flint and Steel.

Storm cloud built up in NW, and the wind kick in again, this time to last for the rest of our return. We met Sou’wester while still light breeze, then elegant Faerie motoring, then Sinbad beating west under main in the freshening conditions, then Maori Lass. We were sorry we could not put up the spirited competition they all no doubt were asking for.

We ran down Pittwater in strong breeze, lowered the mizzen early, eventually the jib, and past the Taylors the main came down. My plan was to drift into Saltpan under bare poles, but we found she would not point dead downwind, probably because of the windage of the mizzen. So out came the little staysail onto the headstay, and we gained steerage to take us back to the mooring.

The end of our weekend was not exactly as planned, but it was still a great three days on the water and with friends.

Hal Harpur Award nominations

The Association generally presents the Award each year to the person(s) who in the past 12 months have completed a project which best contributes to our objectives of encouraging the retention of traditional wooden boat building skills and the preservation of historical wooden boats and artifacts. The award is a perpetual trophy named after one of the Associations founding members, the late Hal Harpur.

The award is not limited to members of the Wooden Boat Association of NSW but nominators must be members of the Wooden Boat Association of NSW. Nominations for the next Award close on the 30th September 2008.

Contact a committee member for a nomination form or email our President, chris.goddard@optusnet.com.au

The nomination form has all the requirements and rules

governing the award on the back of the form.

Judges for the Award

Each year the Committee appoints a panel of three judges. If you would like to be considered as a judge for this year, please contact a committee member.

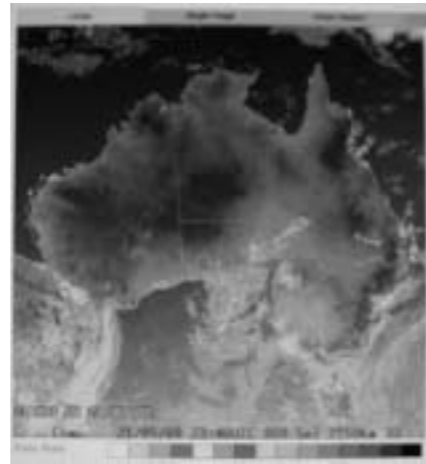
Chris Goddard



BOM does it again

The Bureau of Meteorology has done it again with further additions to their excellent radar sight (www.bom.gov.au/weather/radar) which gives a real time view of rainfall, its severity, movement and leaves to oneself interpretation of where it's likely to go.

The latest addition is a "National Loop". Click a location on the map, say Sydney, and you get a Sydney radar loop picture. Click "National" in the top right hand range box which is a combined Australia wide weather map and all the individual radar observations overlaid on an hourly basis over a 4 hours period. The only drawback at the moment seems to be the the dark topographical background which tends to mask lighter cloud and radar observations. In time, I am sure they will



build in an option to modify/delete the topographical feature as they have done on all local radar sights.

My only regrets are that Southerly is not in a position the enjoy the delights of another step forward for mankind since the evolution of the bermudan rig. Happy sailing,

Tony Curtis

Pittwater news and views

by Robert Tullett

The Queens Birthday Regatta will be held on Sunday 8th June. A few members have indicated that they intend to be present with their boats but will not be racing. If you would like

to do something similar or would like to race, give me a call and I will forward a copy of the sailing instructions - you will be most welcome.

Robert Tullett 99974073

Social occasions

The response to the July 5th dinner on the South Steyne has been very pleasing; there are four remaining places only. My initial estimate of the cost, printed in the last Scuttlebutt,

was entirely wrong; it will be \$49-50 a head. Payment by cheque (no cash please) is required by the general meeting of 10th June, payable to the association.

Bob and Barbara



From the *Westwind* journey: Chris and Gilli Dicker (from left to right) having dinner with Patricia and Alan Lukas on the Clarence River

Ages

DO YOU REALIZE that the only time in our lives when we like to get old is when we're kids? If you're less than 10 years old, you're so excited about aging that you think in fractions.

"How old are you?"

"I'm four and a half!" You're never thirty-six and a half. You're four and a half, going on five! That's the key.

You get into your teens, now they can't hold you back. You jump to the next number, or even a few ahead.

"How old are you?"

"I'm gonna be 16!" You could be 13, but hey, you're gonna be 16! And then the greatest day of your life...You become 21. Even the words sound like a ceremony. YOU BECOME 21. YESSSS!!!

But then you turn 30. Oooohh, what happened there? Makes you sound like bad milk! He TURNED; we had to throw him out. There's no fun now, you're just a sour-dumpling. What's wrong? What's changed?

You BECOME 21, you TURN 30, then you're PUSHING 40. Whoa! Put on the brakes, it's all slipping away. Before you know it, you REACH 50 and your dreams are gone.

But wait!!! You MAKE it to 60. You didn't think you would! So you BECOME 21, TURN 30, PUSH 40, REACH 50 and MAKE it to 60.

You've built up so much speed that you HIT 70! After that it's a day-by-day thing; you HIT Wednesday!

You get into your 80's and every day is a complete cycle; you HIT lunch; you TURN 4:30; you REACH bedtime. And it doesn't end there. Into the 90s, you start going backwards; "I Was JUST 92."

Then a strange thing happens. If you make it over 100, you become a little kid again. "I'm 100 and a half!" May you all make it to a healthy 100 and a half!!

Thanks to Bob and Barbara for passing on these observations!

Relocation sale at the Marine Exchange

The "Everything For Boats" exchange business on Princes Highway in Sylvania, owned by Peter and Betty Gossell, is having a massive relocation sale during the month of June with prices on all items reduced by 25%. For WBA members further discounts are available. The shop is packed with high quality discount and exchange goods. Open 6 days, 55 Princes Highway, Sylvania. Must be worth an early visit! See ad on last page.

The passing of a gentleman, a friend and an era

Aub Rose was all of the above and with his passing recently we lost them all.

We first met Aub after the purchase of Belle, our 13' putt putt, which was powered by the mighty Blaxland. Aub was a wealth of knowledge and also a skilled tradesman when it came to keeping the contrary Blaxland going.

Over the years we had many visits to his Kirrawee workshop, some just to say hello and others for help and parts.

We were always welcome and shown the ins and outs and secrets of the Blaxland. Being an interesting boatie (and wife) also keen to know how the engine worked, I found Aub always willing to explain small details to me on our visits.

A remarkable man and friend who will be sorely missed as the Blaxland Man by many whose boats were powered by the little red engine.

Aub will always be fondly remembered. Wal and Chris



Aub Rose took even in late years an active interest in the Blaxland engines. Here seen (in the middle) overseeing the sea trials of *The Blaxlander*, built and owned by Alan Grahame, at the Davistown Festival 2003.

Bonfire rituals in the North



On the Swedish island of Ulvön, up north in the Gulf of Bothnia, the arrival of Spring is celebrated each year on April 30th with rituals going back to times immemorial. Young and old gather at the beacon site atop the highest crag, the Pilot Lockout.

A huge pile of timber has gradually been amassed during the year. Setting it alight the villagers welcome the approaching summer - the warm, long days and evenings, the sun's daily life awakening journey across the heaven, (only briefly touching the horizon), the short twilight nights with courting and romance.

There is singing, inspired speeches to the allures and

blessings of Summer, drinking, eating, general fun making and all-out revelry.

A more recent development is the burning of a boat, a tradition which started during the First World War when large numbers of Finnish refugees would arrive across the open waters in often sadly discrepit vessels.

This year the celebrations were broadcast on Swedish television and included pictures of the burning boat.

My fondest memory of the beautiful island (adjacent to a World Heritage listed area) is the wedding, 2 years ago, of one of our sons to a charming, loving young Ulvö lass.

Lars Frostell