

## Inside this issue

The show	1&6
The festival	2
Pittwater News	3
The archives	3
Photos	4
Wirraminna	5
Chris Dicker	6
Buy swap sell	7
The Stern	8

## Next Meeting

13th July

Guest Speaker

Noel Elliot

Artist, photographer &  
boat builder

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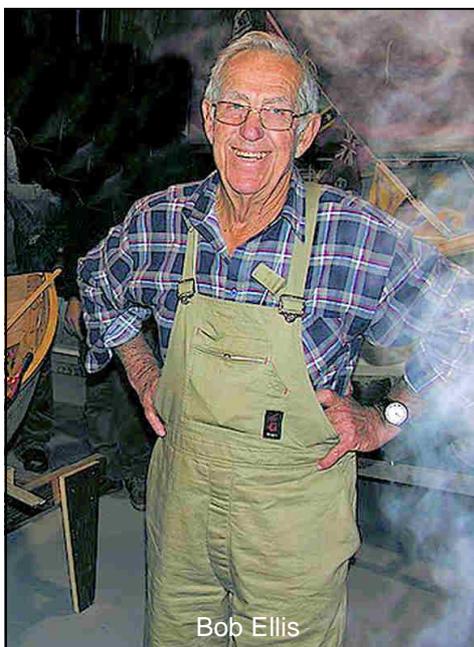
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## 2010 Working with Wood Show *Jeff Clout*



Bob Ellis



The 2010 Working with Wood show was held on the 18th to the 20th June at the old show ground in Sydney in the Hordon pavilion and adjacent areas.

Our stand and displays were once again under the leadership of Bob Ellis ably assisted by George Gear and a cast of many including your scribe.

Thursday the 17th was set up day with vehicles, boats and trailers arriving all day and late into the evening.

This year the little dinghy that I learnt to copper rove on last year is now fully planked. Bob bought along a device that looked part bazooka part gun barrel, turned out to be his steamer kit. Once the safety manager was happy with it I thought beauty I'm going to see how the dark art of steam

bending is done.

Friday we were in early and into the coffee as it was a wet cool morning, At 10.00am the gates opened and in they came, traditionally Friday is known as Schoolies morning as the local secondary schools attend as part of their work in the Industrial arts courses. We spent time explaining what, how and why we get involved in wooden boats. After lunch it quietened off and by 4.00pm it was just about over for the day.

Saturday morning again a few of us were there early setting up and into the coffee again, they made good money out of our addictions.

Bob fired up the steamer and I closely checked it out to see how it was constructed, basically it's a pot with a long spout or tube to carry the timber and the steam does it's thing on its way to the end of the tube, simple but effective.

Make a noise and they will come, it's the motto we have adopted to get the people to

stop and see what we are doing, with the steamer chugging away and the ribs getting placed into the dinghy and nailed into place at times the crowd was 5 and 6 deep with our members providing a running commentary.

This year we fielded 5 entries for judging in our own category, the winner was Matt Balkwell with Rubytoo, see their photos inside.

There was a reported casualty for this year, George Gear was acting as dolly holder for the copper roving and you guessed it he got drilled in the thumb, Tough George is, a quick bandaid and back into it. Sunday was a repeat of



*(Continued on page 6)*

# Presidents Report *Chris Goddard*

At the June meeting I decided to have a Trivia Quiz with pictures and questions projected on to the screen and offering multiple choice answers.

I was mildly taken aback at the concern and anguish among many of our members who were either surprised or apprehensive to some of the questions and answers.

A couple of our very experienced boat owning fraternity however, were at a loss to define the significance of the object on the left and what action should be taken in the event of sighting one of these on our waterways.

The next day, I received an interesting text message from one of these boaters as follows: "xxxxxxx AND I ARE EATING CROW CAN YOU TOW US OFF PLS".  
(Name withheld by the editor to protect the WBA from legal action)

Now initially I wasn't sure of the true nuance of this message until I recollected that these two members had a different opinion on the answer to this particular question. One of these members has suggested that his early boating experience was gained in another country and that country does not use cardinal marks.

Obviously, since they have now run aground, they have learnt from experience.

Once again, Bob Ellis put in a remarkable effort for the Association as Event Manager for this year's Working with Wood show. We probably occupied the largest area compared to other exhibitors and with the steaming and fitting of ribs for the little dinghy; we were certainly able to draw a crowd.

Thank you Bob for a demanding job well done and our appreciation to all those people who brought their boats along and manned our display over the three days.

I am sure our editor will be including some photos of our display in our mag.



Cheers to all. See you next meeting.

**The 2010 Classic & Wooden Boat Festival** is a fantastic weekend for everyone. This year it is bigger than ever with more than 100 superb boats - from graceful yachts to streamlined speedboats, a festive marketplace selling all things nautical and an outstanding display of boating products. Discover the skills of traditional maritime craftsmen including blacksmiths, rope knotters, caulkers and sail makers. Old favourites, including the Deckhand's Line-throwing contest, will return and new activities and demonstrations will keep you enthralled all day.

There will also be Australian icons and Sydney Harbour classics galore with a host of activities and events that include:

- \* Hundreds of magnificent visiting vessels at the wharves
- \* Gleaming classic speedsters, dories, dinghies, skiffs and canoes
- \* Traditional maritime crafts and demonstrations by skilled craftsmen
- \* Heritage boat rides
- \* Giant model display
- \* Working marine engine display
- \* The famous, hotly contested Deckhand Line-throwing contest
- \* Specialty food and refreshment stalls

Stay tuned for the full program of events for the weekend.



### LEAKING DECKS?

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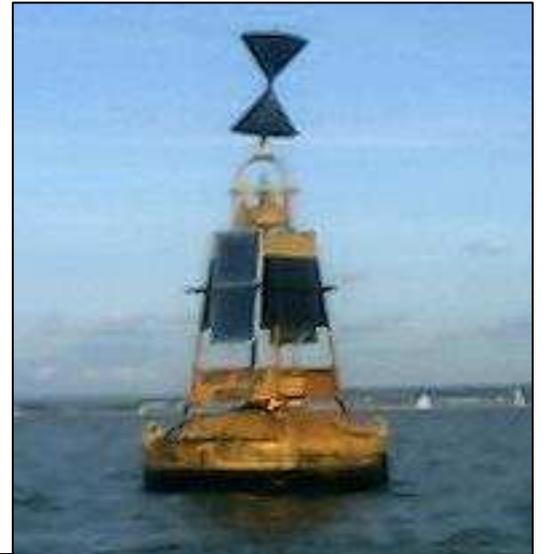
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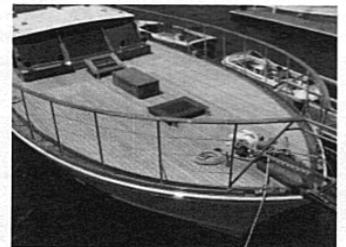
  
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What a glorious day for the Queens Birthday Regatta. It is seldom on Pittwater during winter that a sunny day is accompanied by a decent sailing breeze, but that's what we had. A forecast Westerly-Southwesterly of 10-15 Knots arrived early in the day and lasted till mid afternoon, just perfect.

Lovett Bay Boat Shed was again made available to BBQ and give out some bottles, it's a great spot and we appreciate being able to use it..

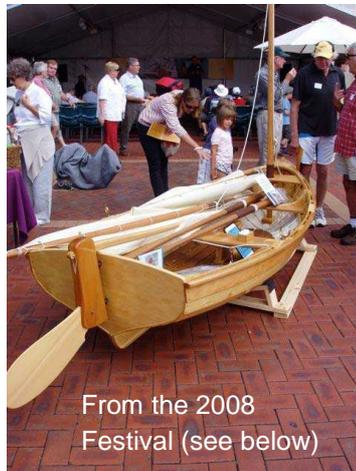
- 1 Bob Major Sienna
  - 2 Lars and Helen Frostell Asterisk
  - 3 Simon Sadubin Etenne
  - 4 Ken Gardiner Sylphine 11
  - 5 Bob and Barbara Tullett Faerie
  - 6 Brendon Moore Careel
  - 7 Ric Lepastrier Birralee
  - 8 Graeme Proctor Retreat
  - 9 Guy Russell Rozinante
  - 10 Ross and Sally McClean Buccaneer
- DNF Gino Coia Monte Cristo  
DNF Caven Lenaghan John Rasmussen

My thanks to David Harpur for handicapping and Paul Burchall for recording the finish.

## Social Occasions

**October 16th-17th** Wooden Boat Festival at the Maritime Museum, we will again have our own pontoon to fill with our own boats, you cant miss this one.

**November 6th-7th** wooden boat festival RMYC Newport, without doubt the friendliest club in Sydney. Be warned space is limited get in early, I will let you know when nomination forms are available. Get the varnish tin out.



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## Classic & Wooden Boat Festival 16 - 17 October, 2010

Australian National Maritime Museum ABN 35 023 590 988

Due to space limitations and the need to maximise the arrangement of displays, registration **DOES NOT** automatically guarantee a place in the festival. Entries will be gauged on their merits by a selection committee. Successful applicants will be notified confirming arrival and departure times and mooring zone.

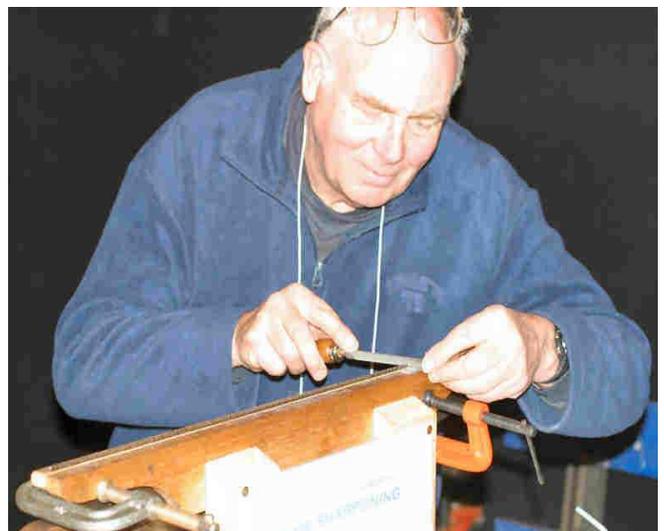
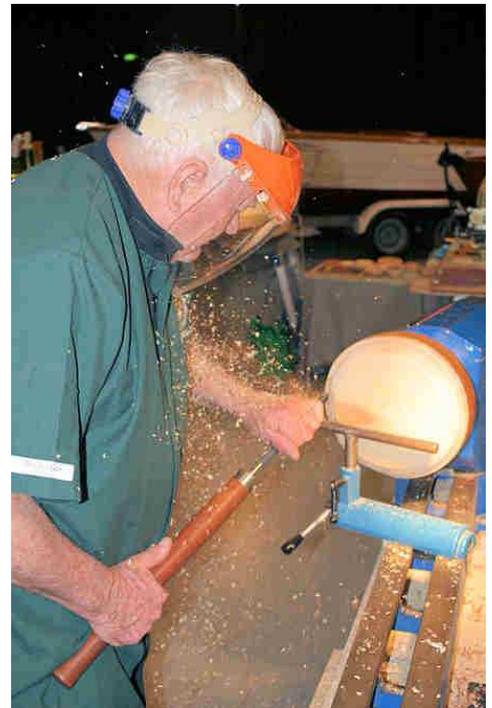
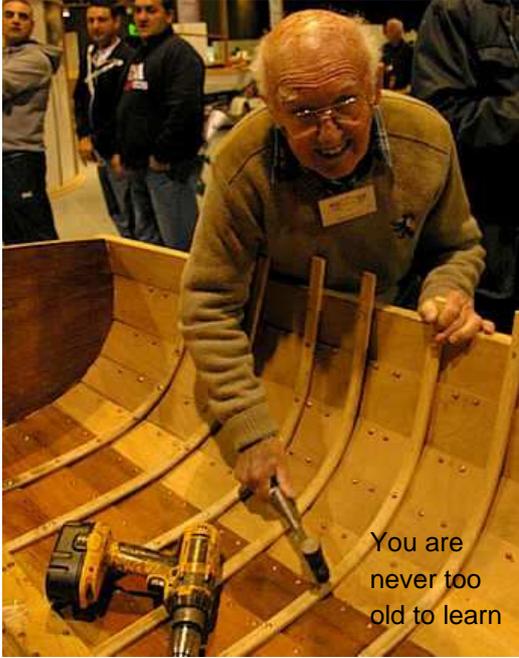
[Register online now](#) for payment with credit & debit cards.  
If you cannot register online, please [download](#) and fill out the registration form.

## From the Archives *Mark Pearce*

This photo shows the Akarana racing against the Sirius in the 1889 Anniversary Regatta in Sydney. The Akarana was designed & built by the Logans & is part of the ANMM collection at Darling Harbour. I don't know the result of the race, but a close look at the photo seems to show that Akarana was finer & with less sail area. My guess is that the photo was taken just after they had tacked, men are on the foredecks helping the jib sheets around the forestay.

Photo supplied courtesy of State Library of NSW, & can be viewed & downloaded online.





# "WIRRAMINNA" *Lars Dahl*

The name rolls easily off the tongue. Of aboriginal origin, translated to mean "tree by the water" which seems very apt for a timber yacht of that era. She began life as a centre board, cutter in the yard of W.M.Ford at Berrys Bay in 1905. Her designer is not known for certain but contemporary recollection of old timers puts her down to the work of E.W.Haywood, Honorary secretary S.A.S.C. 1890-1892 and Captain 1902-1903, who had made something of a name for himself as a yacht architect (though originally a lawyer by profession), and had been complimented two years earlier for his design of Carment's graceful gaff cutter "Athene"(also incidentally still afloat in Sydney Harbour)



Wirraminna was originally over 30 feet long, but this was reduced by some inches when part of her "tipped up" arch board was cut off some years ago resulting in the "mini tuck" she has today. Her beam is nine feet one inch and draught about five feet seven inches. A great change from her shallow centre board days when she was only four foot nine inches from the side of the deck amidships to the bottom of the keel!

Her first owner was George Herbert Hoskins of Burwood. He kept her for about eight years and in that time installed her first engine - an eight horsepower converted single cylinder DeDion, then very popular. This was the forerunner of a succession of auxiliaries including an Invincible, a universal and a Rugby (truck motor) to the present installation of a Droffin two cylinder diesel.

G H Hoskins sold her to Charles Horace Ralf, an engineer in 1913. C H Ralf was a well known yachtsman in his day and among the celebrated yachts he owned was "Akarana", "Endevour", and the steam yacht "Adelle" which was wrecked on Kembla breakwater while on naval service in world war 2. He only kept Wirraminna for a year and sold her in March 1914 into a joint ownership of Edward Herbert Wilsallen and Percival Stanley Wilsallen, both of Gunnedah,

N.S.W. Edwin died in 1918 and his share reverted to Percy Wilsallen who sold the boat, back to her builder W M Ford in March 1919.

Ford sold her in October of the same year. Fifty four shares were purchased by Archibald Paul Kennedy and ten shares by Sep Stevens, both of Balmain. A year later Stevens sold his interest to A A Preston also of Balmain. Kennedy died at sea in 1923 and his executor bought up Prestons 10/64ths and sold the whole piece to John Edward Merman of Rose Bay in February 1924. Merman almost immediately (within three weeks) resold her to Dr Percy Glover Cooly of Double Bay.

As far as can be ascertained it was about this time that her centre board was removed and a deep keel added, though, curiously enough, the certificate and register made no mention of this then or any other time. Dr Cooly and his family raced the yacht with the amateurs (then A14) and cruised in her regularly and did not part with her until 1935 when she passed to William Brian Long, a grazier of Yering of Victoria. Sydney remained her home port and Long sold her 15 months later to John Hearne Mingaye described in the register as "financier" of Sydney.

Seven years later, the middle of world war 2, Mingaye sold her to Roy James McCall who was then a captain in the Army. She was then purchased by J N Kinsley and J Hilton of whom little is known. In 1946 John Brooks of Roseville acquired her and after a happy association over four years sold her in 1950 to the well known architect and S.A.S.C. member Greg Grant Heave of Clifton Gardens. Neave lavished considerable affection on the old yacht. By now sloop rigged after a period as a yawl and a cutter, he made several alterations and improvements to the cabin giving her the appearance she now has. He was often to be seen sailing her alone which was quite something as she was a very heavy and powerful craft.

After much consideration Neave sold Wirraminna to Herschal Stanley Smith of Camden on April 4th 1966. Smith sailed Wirraminna with his family for ten years. In that time she consolidated her association with the Amateurs where she became part of the regular scene being moored off the clubhouse where she remains to the present day. Also in that time many improvements were made one of them being her reregging as a cutter.

As Smiths family grew, she was sailed less by him and more by his son (Herschel Smith. Jnr - one of the present owners). After a few years

Herschel Jnr decided that Wirraminna needed a major refit. This necessitated the creation of a partnership of equal portions between himself, Geoffrey Oldroyd and Neil Strange. They purchased the yacht in 1981. There followed major activity where she was restored to her former proud appearance. With the increased awareness of Sydney Harbour yachting history Wirraminna together with the amateurs should continue a relationship which has been long and colourful.

There is a gap in her history from 1981, and the duration of the three way partnership is unknown, but probably discoverable at the Amateurs.

She was later refitted internally for single handed use, on a minimal budget— (galvanised waterpipe and chipboard, since removed by the current owner), and in 1988 she sailed up the coast to the Whitsunday Islands and back.

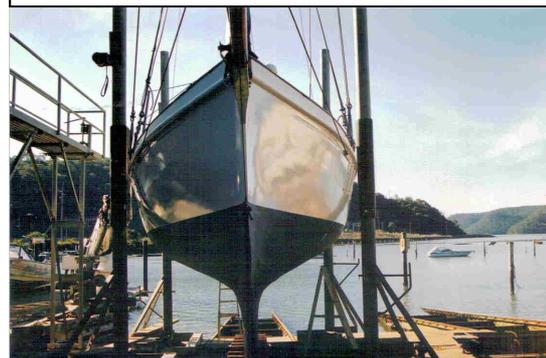
At some stage, probably prior to this, she was fitted with a Droffin 10HP diesel, (since died).

Wirraminna then passed to a Dr Rob Gibbs of Avoca, who kept her moored in Gosford boatharbour, (which probably would not be possible now due to Wirraminna's deep draft and the subsequent silting of the harbour).

Dr Gibbs was known to have owned her in 1992, and maybe before. He didn't use her very much, possibly due to his work and involvement with the Avoca Beach Theatre, and sold her to Ron Barelle in 1994.

Wirraminna moved to Pittwater where she underwent a slow process of rehabilitation, some of it at Colin Beashell's Elvina Bay boatyard in 1996, (the year Col won a bronze in the Olympics at Atlanta). In 2000 she moved to Dangar Island in the Hawkesbury River, and has since fallen on hard times.

It is my father in laws boat and he would love to be able to restore her but the reality is that it is not going to happen in the foreseeable future. It is now gotten to the point where we are looking for a good new home for her before she and her history is lost. Ron is happy to consider options. Sale, give away and be able to sale her, sponsorship and have her repaired. Something to keep her going. Please feel free to email me or phone me if you have any questions. My home number is 02 9985 7300. Evenings are best. My father in law, Ron on 02 9985 8646.



# THOU SHALL NOT COVET THY NEIGHBOURS "RAFFOOL" TICKETS

It is always very satisfying to win the meat raffle or to be having a drink with a fellow yachty who is known to have no fridge on board and whose ticket number is called instead of yours, even better, if you did not buy a ticket yourself. If you are pally with them, there is every chance you will end up with at least half the meat tray. That is why, from Airlie to Bowen, we did not fish.



Except for the Gold Coast there are very few places we have stopped for a few days and not left without a tinge of sadness. The town of Bowen and the Bowen area is no exception - still in the Whitsunday shire but without the Whitsunday Hype. We occupied a fore and aft pile berth adjacent to the North Queensland Cruising Yacht Club. Gilli is very rarely critical but she commented that the people in a senior's home are more vivid than some of the patrons at the NQCYC. We all need to get out more sometimes!

After an absolutely fantastic passage we say to each other that we could not possibly have a

better sail. The sea and the sky and the winds are so dynamic that you cannot compare one passage against another. We keep having better sails all the time. We left Cape Bowling Green to sail to Townsville and horror, of all things we had the wind on the nose. I told Gilli not to panic and quickly flicking through the sailing manual I said I would work something out, and we could always

head back south. We were still managing 5 kts in about 12 kts of breeze. I had already eased the main to get the leach tell tails flying but the two headsails were still fairly hard in. The boat was just not herself. After breakfast I eased the headsails just a bit and we shot up to 6.5 kts. I was choking the poor old girl. Reeling off the miles downwind is one thing but to see your boat working up to weather is to get a little closer to the designer.

Both of us on Westwind are voracious readers, myself more so than Gilli. I had finished my books ahead of schedule and we spent far more time off shore



Chris and Gilli Dicker doing it hard.

than intended. Gilli was into some meaty German tome, so had very little sympathy for me. I mentioned that bushmen, drovers and bullockies away from civilisation for extended periods would read the labels on tinned food and even match boxes over and over again. I was terribly fidgety. The ever resourceful Gilli opened up the tinned food locker and revealed a whole library. She also pointed out that when I had finished I could start on the dried food. The legumes and pastas were riveting!

Townsville has changed a little in the 32 years since my last visit. The omnipresent red granite back drop to the sparkling Cleveland Bay has been marred with high-rise but it is still a colourful, friendly town with a sense of community.

We sailed to Magnetic Island on the June long weekend and found out where one of the Townsviller's favourite destinations is. Horseshoe Bay is sheltered from the trade wind and had almost 60 boats anchored there, mostly yachts and all very peaceful. The few motor boats were also very peaceful, even more so and they didn't have silly mast head anchor lights on either.

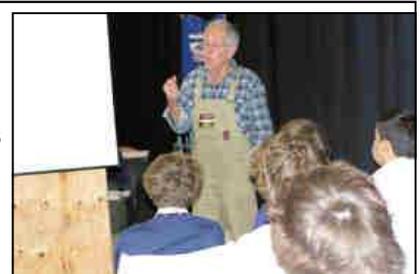
A strong wind warning was issued for the next few days and we got some proper sailing in. At the time of finishing this article Westwind has entered Hinchinbrook Channel.

Many people say you have to go a long way to beat Pittwater ... - It's true!

Safe and happy winter sailing to all! Also happy motoring!

(Continued from page 1)

Saturday, good steady crowd enjoying our display boats, Bobs steamer kept the crowds enthralled, the only drawback was that this year the audio visual display did not do as well as last year, we ran some lectures and continuous slide shows but you could see that the work on the dinghy impressed the crowds more. From all our work I believe we gained 8 new members and handed out almost a full box of information packs, see you again next year.



# BUY SWAP AND SELL

WBA members may place a non-commercial ad free of charge if the member's name and phone no. Appear. Non-members are charged \$10 for a text ad (maximum 25 words). \$15 with a picture. Ads will run for two issues, members ads longer if you ask for an extension. Submissions close on the 20th of each month **NOTE** Items for free. **NO Charge**

**Do you need a new burgee,** The Association just had new ones made and they are currently getting screen printed with our logo.

They will be available in small and large sizes.

I'll let you know when they hit the market.



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**FOR SALE** Wooden hulled, Enterprise sailing boat. A good holiday project! Solid boat with new deck and timber buoyancy tanks. Transom strengthened to take small outboard. At 13 feet long it is suitable as a roomy camping/touring boat. Much quality work done recently, including back to bare wood but needs paint and reassembly. Includes substantial trailer, in good condition, plus lights. Also wooden mast, plus sails, rigging, boom and fittings. Circumstances changed, so exceptional value at \$600:00, ONO. For further details contact Mac Story 024367772 [macansue3@bigpond.com](mailto:macansue3@bigpond.com)

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

**For Sale** 18ft\*5.8\*12" Launch, built in Tasmania in the 50's. Batten seam Carvel Construction of Huon pine over Huon frames. 6hp Simplex: has never had raw water through engine, always had a heat exchanger. Freshly painted an a good registered trailer. Ready for the water and summer fun. Cost \$12500 or best offer, John Dikeman 47392480

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



## Disclaimer

Opinions and advise expressed in this publication and the Association's meetings are those of the individual originator's only. The Editor and the Association's Committee do not necessarily endorse views expressed at such forums

Participation in events organized by the Association may involve certain risks which include the possibility of harm or damage to vessels, equipment or persons inherently associated with the perils of the sea or weather.

Such risks will require the exercise of the prior judgment of members on behalf of themselves, their guests and invitees whether to commence or continue any particular activity irrespective of information supplied by Association officers.

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WBA burgee, small	\$20.00	(including postage)	\$15.00
WBA burgee, large	\$25.00	Rugby shirts, by order	\$45.00
Caps	\$12.00	Business shirts, by order	\$40.00
Enameled badges	\$10.00	Jackets, by order	\$75.00
Cloth badges, iron on	\$5.00	See Dick Branson at meetings or call him on 95207557	

# The Stern

**Did you know** that Andy Morgan has some very nice photos from the Working with Wood show on the internet, the links is <http://picasaweb.google.com/andi2design>.

Did you know that there are evil voices at the show telling me to go spend money on tools, well that's my excuse and I'm sticking to it. I purchased Arbotech's power chisel. I'm giving it a road test and I'll do an article soon.

**President Chris** kept chuckling about cardinal marks so I scanned the NSW Maritime sticker that is freely available, I hope that concludes the discussion.

On Friday morning at the show I was intrigued watching Tony Curtis concentrating on doing some rope work



Well done Tony



**Received by email** Here are some pictures of a wooden model yacht that my father, Bob Kirk, made in the late 1940's. He made it while convalescing in Concord Hospital after the war. At some point in the 1960s Dad removed all its fine rigging and decking, with the idea of "doing it up" which never happened, and it all got lost. (His big boat, Colleen II, was moored in Careening Cove not far from Patten's Slipways, from the 1950s until c. 2008 and took up all his time.) Would any member of your association or an affiliated maritime association be



interested in taking on this model? I would not want any money for it, nor would I want it back once restored. My family and I would be just happy to see it go from one lover of boats to another. Only potential difficulty is that I am in Blackheath in the Blue Mountains and would need the boat to be collected (but it's a nice drive up and at this time of the year you could catch some snow!) Dimensions are: 1,770 mm long x 400 mm across x 400 mm high (boat only - doesn't include table). Weight: c. 10kgs. One man could carry the boat which is just resting in the cradle fixed to the small table. Keel and rudder are metal, possibly copper, underneath the black paint. **Kerry Kirk Ph: 0430 858 238** [info@hathillgallery.com.au](mailto:info@hathillgallery.com.au)

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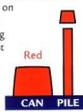
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### SAFE BOATING – NAVIGATION MARKS

**CHANNEL MARKERS** are generally used for well defined channels; they indicate the port and starboard hand sides of the route to be followed when going upstream.

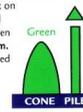
#### Port Hand Markers

Keep this mark on your port (left) side when going upstream. Light when fitted is RED.



#### Starboard Hand Markers

Keep this mark on your starboard (right) side when going upstream. Light when fitted is GREEN.



#### Isolated Danger Markers

indicates the danger with navigable water all around it.



Two black spheres - BLACK/RED horizontal stripes.

Pass either side - but at a safe distance.

LIGHT WHEN FITTED WHITE TWO FLASHES

#### Safe Water Marks

show navigable water all around. May indicate centre line or mid-channel.

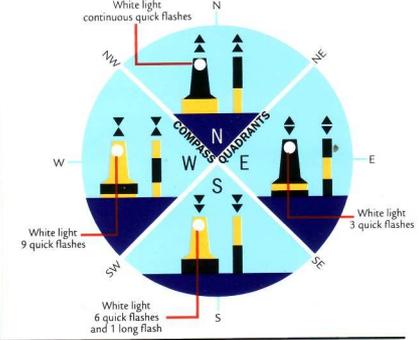


Red sphere - RED/WHITE vertical stripes.

Pass either side.

LIGHT WHEN FITTED WHITE ONE FLASH

**CARDINAL MARKS** take their name from the compass quadrant in which they are placed and indicate the safe side of a danger on which to pass eg. north of a north mark etc.



**NSW MARITIME**

Info Line 13 12 56 or [www.maritime.nsw.gov.au](http://www.maritime.nsw.gov.au)

# Scuttlebutt

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