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Next Meeting

10th August 2010

Steven Mullie
EBAA Secretary

see article on
pages 4 & 5

Wooden Boats Association Of NSW Inc

PO Box 884 Gladesville 2111

Email:

Smith_m_peter@yahoo.com.au

Web Site:

www.wbansw.org.au

President

Chris Goddard 95605192
0414447007

Vice President

Phillip Turvey 0417657613

Secretary

Peter Smith 98797095

Treasurer

Tony Curtis 94524166

Membership Secretary

Ross Andrewartha 47393706

Committee Members

Bob Ellis 95557293

Robert Tullett 99974073

Ross Mclean 0425330560

Scuttlebutt Editor

Jeff Clout 0256088031

editor@wbansw.org.au

CAIRNS AND WISHY WASHY SAILORS *Chris Dicker*

Hinchinbrook is a breath taking encounter. The island is about 26 miles long and very close to the mainland forming a narrow channel between. There is a fascinating maze of smaller channels running off in every direction both on the island and the mainland with more than enough depth for Westwind's two metre draught.

During a day of steady rain Westwind swung to her anchor while the crew snuggled down to reading and laughed at the pure, fresh water gurgling into our water tanks.

We explored the channels with mist coming right down to the mangroves, then headed off to circumnavigate the island.

Despite the shelter of the reef breaking up the long Pacific south easterly swell there is still a considerable swell on exposed anchorages. The night of rolling was more than worth it to anchor in Zoe Bay on the east side of Hinchinbrook Island and climb up to Zoe Falls. Here you are under peaks 1200 metres high with pure water gushing out of



the mountain into imaginable pools. Unimaginable would be silly, wouldn't it?

On the morning after, we sailed off in brilliant sunshine and a south west wind. We knew where we



were but we had the vaguest idea of where we were going and had to think hard of where we had been. There must be a name for that condition. For those of us who need direction and purpose in life it is not as good as it may sound.

Indeed our direction was the Louisiades Archipelago, near New Guinea, and our purpose was to crew on another boat but we had six weeks to occupy before then. Westwind was on a northerly course and the day was fine so we went along with her until the wind and sea got up. For the first or maybe the second time in 8,000 miles we have sailed on Westwind I saw Gilli a little frightened. I felt we were both getting a bit soft but relented and brought up under the lee of Gool Island for the night.

Next day we were out sailing again, aimlessly. It is an odd sensation or should I say NON sensation. The mobile phone rang. It was the Cairns Port Authority. "We have a fore and aft pile berth just become

available if you want it." "We shall be there in two days," I said. So, now we had our purpose and direction back.

Trinity Inlet makes up Cairns Harbour. It is carved out of the mangroves and dredged deep enough to allow moderate shipping. The tide runs in and out at 3 or more knots. If you anchor, you need lots of swinging room, if you stay in a marina, you need lots of money and good locks on your hatches.

We experienced the city, intimidating at first after a long spell of not even seeing a road, but bustling and colourful and unique.

Just off this coast in the clearest waters is one of the most beautiful places on our planet. The more people that see and experience the Great Barrier Reef the better chance of it surviving.

At the time of writing this Westwind is tethered to a pontoon in a modern marina 20 miles north of Cairns. Her journey for the season is possibly terminated here while we ready ourselves for the Louisiades odyssey. 10 kilometres from here there is a large shopping centre, complete with a MacDonald's but what I really need is a lawn to mow.



HMB Endeavour - Voyage of a lifetime

A replica of Captain Cook's famous ship of discovery, HMB Endeavour, is displayed at the Australian National Maritime Museum as one of the nation's foremost historical exhibits. The magnificent Endeavour is a full scale, Australian-built replica and one of the world's most accurate maritime reproductions. On board the beautifully crafted ship, you glimpse a sailor's life during one of history's great maritime adventures, Cook's epic 1768-71 world voyage. The museum maintains Endeavour for the public to experience 18th-century square-rig voyaging and seamanship by voyaging to other ports, where the ship berths and opens to the public.

Why was Endeavour sent to the South Seas?

In 1767, the Royal Society of London petitioned King George III for a ship to send to the South Seas. They wanted to view the transit of the planet Venus across the sun, due to take place on 3 June 1769. It was an important event and had international cooperation with over 150 observers taking part around the world. Astronomers hoped that they could compile all their results to calculate the distance of the earth from the sun.

Endeavour was fitted out for the voyage and astronomer Charles Green was chosen by the Royal Society to sail with them to the newly discovered island of Tahiti for the observation. Helped by Captain James Cook and some of the Endeavour's officers, Green successfully noted the times for the transit. Cook then followed his 'secret' orders from the Admiralty - to search for the supposed Great South Land. When Cook was unable to find this land, he continued to New Zealand, charted both islands and took notes on the people and their way of life. He sailed to the east coast of New Holland (Australia) and, turning Endeavour north, sailed up the east coast. Charting this unknown coast for the first time, the Endeavour was nearly lost when it struck a reef south of modern day Cooktown. Before leaving, Cook took possession of the eastern portion of Australia in the name of King George III.

The new navigation

In the 15th century, Portuguese explorers developed the method of finding latitude

(distance north or south of the equator) by simple astronomical observations of the sun or a star. However, finding longitude (distance east/west) was a matter of estimation based on the distance sailed and the course steered. Because longitude was difficult to find, ships were often hundreds of miles off course or shipwrecked. Longitude can be expressed as the difference in time between two places. To find how far east or west he had sailed, a navigator had to know the time on board his ship (easily found by sighting the sun or a star) and the time at his place of departure (not so easily known). A clock was needed that would keep perfect time at sea.

Aboard Endeavour on his first voyage (1768-1771), Cook had the latest scientific and technological equipment available but no clock. The Admiralty supplied copies of the new lunar prediction tables, the Nautical Almanac, as well as sextants to calculate position at sea by the lunar distance method. By the time of Cook's second voyage on Resolution (1772 -1775), an accurate ship's clock had been developed by John Harrison and tested by the Admiralty. A copy of Harrison's clock made by Larcum Kendall (known as K1) was carried aboard the Resolution. Cook wrote that this watch '...has exceeded the expectations of its most zealous advocate and by being now and then corrected by lunar observations has been our faithful guide through all the vicissitudes of climates'.

On his third voyage (1776-80), Cook had three clocks, including his faithful K1. The new navigation had arrived. **HMB Endeavour - Voyage of a lifetime!** Sail into history with the Australian National Maritime Museum as HMB Endeavour embarks on its first ever circumnavigation of Australia!

In **April 2011**, the magnificent replica of James Cook's HM Bark Endeavour will undertake an historic circumnavigation of Australia. Built as a gift to the Australian people, Endeavour will follow in the wake of our earliest European explorers, visiting major and regional ports right across Australia. The voyage will commence in

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Sydney and trace James Cook's original voyage 240 years when he became the first to chart the east coast of Australia in 1770. From Queensland Endeavour will sail across the Gulf of Carpentaria and the Top End to Darwin, before sailing into the Indian Ocean and along the Western Australian coast to Fremantle. The voyage will then see Endeavour cross the Great Australian Bight taking in South Australia and continuing around Tasmania, before crossing the Bass Strait to Victoria and returning home to Sydney by May 2012.

This is truly a once in a lifetime opportunity to participate in Endeavour's historic circumnavigation of Australia.

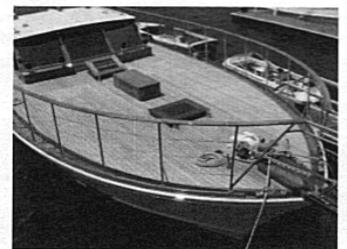


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Jeez its cold, we had a frost, I cant believe it, we have lived in Newport for thirty odd years, cant remember ever having one before, could it be global warming!. Pittwater is still heaven on earth to me, but if I wake up one morning to snow my views may change.

Winter sailing in heaven is always a bit difficult either westerlies blowing dogs off chains or nothing, the last three races of the Snoozing Boozing Cruising group have been a DNF for everyone.

Social Occasions

October 16th 17th Wooden Boat Festival at the Maritime Museum.

October 31st Balmain Regatta.

October 31st Davistown Regatta.

November 6th 7th RMYC Newport Wooden boat festival. I am assured that entry form printing is under way in fact it may even be in this edition. *No, I do not have it yet, somebody please send it to me, Ed.*

Received via email

My name is Colin Grazules. I am the owner of the Yacht Hinemoa built 1938 at Marmong Point Lake Macquarie by the late(Chips) August Ivor Gronfors.

I have owned Hinemoa for some twenty years and for the last fifteen years have been searching for her history.

Recently after placing adds in a number of newspapers and boating magazines. Mr Peter Rundle of Newcastle wrote to me in answer to my letter in Afloat Magazine saying that his father Nelson Rundle had owned Hinemoa in the 1950's

In an amazing coincidence the owner of a Launch called Broadbill had written to Afloat Magazine the month before my letter.

In subsequent letter to Afloat it was revealed that Broadbill was also built by Chips Gronfors for a Dr Watkins of Newcastle in 1940

From that moment on the search for Hinemoa's history has taken on a life of it's own and after being contacted many other owners of Hinemoa and also Mrs Veronica Gronfors wife of Craig Gronfors, Chips Gronfors Grandson.

It turned out that Craig had been researching his Grandfathers life and his boats, but unfortunately Craig died of a brain tumour before he could see his

work completed.

Craig had also been searching for Hinemoa.

I recently travelled to Sydney to meet with Veronica Gronfors where she was good enough to show me Craig's research Along with Craig's work and the workmanship that had created Hinemoa it became obvious that Chips was wonderful designer and builder of boat, and that unfortunately his work has been forgotten with the passing of time.

I am hoping that your membership may be able to help me in the search for two of Chip's boats.

The first is the Launch Moani which I believe is still afloat and moored at McCarr's Creek and owned by a Mr Andrew Jackson.



Moani's hull was built by Chips in Hobart 1925 and completed in Newcastle for



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a Mr Mark and John Reid of Newcastle. Would be nice to add Moani to the list of surviving boats.



The second boat is the Yacht Ambermerle built by Chips in 1937 for Edna Merle Gray McGhie of Bellevue Hill Sydney.

Ambermerle was purchased by a John Robert Colquahoun 9th Dec 1944 and raced in the first Sydney to Hobart in 1945 where she was placed second to Rani. The last know owner was a Cameron Sutcliffe Rowntree a Radiologist from Bankstown. The Ship registrations are included on my website. I have included a link below.

Well apologies for the long winded email but thought a little history may help. Any assistance would be greatly appreciated. Many thanks.

Kindest Regards Colin Grazules
Melbourne Vic
PH 0409 414044
<http://colingraz.spaces.live.com>



ELECTRIC BOATING

Why use an electric boat?

Electric boats are QUIET. This makes boating extra-ordinarily pleasant. You can converse easily. They do not frighten wildlife, fish or the neighbours.

This makes electric power ideal for fishermen, for eco-tourism and for commuter boats.

Electric boats are CLEAN (truly "ZERO EMISSION"). They do not pollute the waterway or the air. No fumes, no oil, no dirt. They are suitable for use in the most sensitive environments.

Electric boats are EASY TO OPERATE AND MAINTAIN. They are ideally suited to family use or boat hire operations. They are particularly safe, there are no inflammable fuels.

Electric boats are very ECONOMICAL. Although the initial cost of an electric boat can be slightly higher than the equivalent internal combustion (petrol or diesel) boat, fuel and maintenance costs are a fraction of those for internal combustion. Over the life of the boat the extra initial cost will be repaid many times over. Analyses show that a commercial tour ferry operation will recover the extra initial cost in less than a year, and over a 10 year save tens of thousands of dollars.

Frequently Asked Questions:

How fast can an electric boat go ? Generally an electric boat will have a cruising speed that is similar to a vessels 'hull speed'. For most recreational boats, this is between 4 to 8 knots, depending on the length of the boat's waterline. Depending on the hull shape, top speeds up to 10 knots can be reached.

When use an electric boat?

Generally, electric boats are not used when speed is required. Although an electric motor can easily deliver hundreds of hp's if required, the limiting factor is the storage of energy onboard. Currently, conventional lead acid batteries prove to be the best and most

cost effective way or storing energy onboard. However in the future, new technologies such as lithium-ion batteries or fuel cells could drastically improve the energy storage facilities onboard electric boats. Usually electric drive systems are used in boats with a so called 'displacement hull'. This is a hull that is designed to push the boat through the water, instead of lifting it out of the water and 'planing' over the surface. How long will an electric boat run ? This depends on the speed that the boat is travelling at. The rule of thumb with all electric boats is: the faster you go – the exponentially faster your batteries will be drained. The slower you go – the longer the electric motor will run and the further the distance that can be covered. With an electric boat it's all about finding the balance between travelling speed and range. If the boat is well set-up it will generally travel all day at it's hull speed (eg up to 8 hours at 4 to 6 knots) before it needs to be recharged.

What are the running costs?

Compared to a boat that is fitted with a combustion engine, electric boats are very cheap to run. The initial costs of fitting an electric drive system and battery bank are similar or in some cases slightly higher than for combustion engines. The initial investment is easily recouped as recharging of most electric boats costs less than one dollar and electric motors require hardly any maintenance. No quarterly service or winterizing is required and with proper care, a battery bank will last up to some 750 charge cycles, which equals 5 to 7 years of recreational use before replacement.

How far can an electric boat go?

Again, this depends on the speed that the boat is travelling at. The table below will give you an indication of the performance of a typical recreational electric boat, fitted with deep cycle lead-

	Speed in knots	Range in nautical miles	Running time in hours
Full throttle	6	12	2
Half throttle	4	40	10
Slow speed	2	80	40

acid batteries :

ELECTRIC BOATING HISTORY

Electric boats have been around since the 1880's.

One of the first marine outboard motors, designed by French electrical engineer Gustave Trouve, was electric. During the Chicago World's Fair in 1893 electric boats built by the Electric Launch Company (ELCO) were used to transport more than a million people around the Chicago waterways during the fair. Many notables in both the USA and England owned electric launches as they were far more reliable and provided a smoother ride than steam-powered boats.



Turn of the century London was home to more than a hundred electric launches. Many boatbuilders could fit out electric motors and electric boats were for hire on the river Thames.

From the 1920's onwards the petrol motor (or 'explosion engines' as they were initially called) became more popular and saw people fuelling their boats with the faster technology. The development of the internal combustion engine and the effects of World War I



marked the end of electric and steam propulsion for boats. Electric boats could not keep up with the performance that petrol engines offered, and people became more interested in speed rather

(Continued on page 5)

(Continued from page 4)

than enjoying the essence of boating; a relaxing and social event.

Throughout the following decades however, Navy submarines that have been driven by electric motors since before the First World War continued to rely on electric propulsion. There was very little interest in electric boats, until the 1970's when manufacturers such as the Duffy Electric Boat Co. started to design and built electric boats that were perfectly suited for protected waterways.

Even commercial vessels are now returning to electric drive because it is fundamentally efficient, quiet and reliable. Today's best example is the 150,000 tonne Cunard liner Queen Mary 2, which is driven by 4 powerful 'pod' style motors, powered by generators.

Better underwater hull designs, lighter fiberglass constructions, improved motors and batteries and electronic control and recharge systems have given birth to a new generation electric vessels which is already contributing more to environmentally friendly pleasure boating for the 21st century.

The past may have been electric, but electricity could also help us create a pollution-free, fossil fuel-free future. Already a number of governments worldwide are banning petrol and diesel engines from some of their waterways. Electric boats are becoming commonplace on Europe's lakes and rivers. And a growing number of sailors seriously consider using electric drive as a direct alternative to diesel engines in offshore cruising yachts.

As the technology advances it will allow for more electric drive applications in the marine industry in the near future.

TYPES OF ELECTRIC BOATS

There are many different types and models of electric boats. There are factory built electric boats available but there are also many enthusiasts who build their own electric boat or convert an existing boat by replacing a petrol or diesel engine with an electric drive system. A selection of the most common types of electric boats are listed below:

Dayboats & Launches

These boats are commonly used on sheltered waterways such as lakes, rivers and canals. They are ideally suited to electric drive because these boats are generally fairly small (between 4 and 7 metres) and used for relatively short trips. Most hire boats are of this type and are generally suitable to be fitted with electric motors.

Historic and Wooden Boats

Many owners of historic or wooden boats want to keep their boat in good shape. Electric drive is a logical choice as an electric motor does not foul the bilge with spilled oil and it makes for a very quiet and pleasant trip. Generally high speeds are not required in these types of boats.

Sailing boats

Many people enjoy the fact that a yacht is very quiet when under sail. Electric drive gives the same quiet boating experience when the boat is under power. Most sailing boats have an auxiliary motor, meaning that it is only used infrequently, for example when moving away from a mooring or wharf or when motoring through a bridge or canal. Because of this infrequent use, electric drive is ideal for sailing boats.

Recreational Fishing Boats

Many fishermen use small electric 'trolling' motors when chasing fish at their favourite spot. These electric motors are



quiet so the fish do not

get scared away. Also the fact that an electric motor does not pollute the waterways makes them ideal for sustainable recreational fishing.

Kayaks and Canoes

These are ideally adapted for electric drive, as they are light weight, which eliminates the need for a large battery bank. An electric motor gives the freedom to go for extended trips, use it as a help-motor when the going gets tough or on fishing kayaks; the angler can use both hands and still move through the water.

Tour Ferries

Some tourist boats are used on waterways where combustion engines are prohibited or impractical; such as for eco-tours in nature reserves or boat tours on dams (drinking water reservoirs). Electric drive is ideal since it does not pollute the water or scare away wildlife. Also it makes for a very pleasant and quiet trip.



Solar Boats

These boats are propelled by an electric

motor which is directly fed by solar energy or by batteries that are recharged with solar energy. Depending on the type of boat, solar panels can be mounted on the deck or roof of the boat to convert sunlight into electricity. Solar Boats are true 'zero emission' vessels.

The secretary of the Electric Boat Association is our guest speaker for the August 2010 meeting.

The Association has a very informative web site from where this article came from <http://www.electricboats.org.au/>

Flotsam and Jetsam

Flotsam describes goods that are floating on the water without having been thrown in deliberately, often after a shipwreck, while **Jetsam** has been voluntarily cast into the sea (jettisoned) by the crew of a ship, usually in order to lighten it in an emergency. **Ligan** (or lagan), describes goods that have been marked by being tied to a buoy so that its owner can find and retrieve it later. **Derelict** is property which has been abandoned and deserted at sea by those who were in charge without any hope of recovering it. This includes vessels and cargo. **From Wikipedia, the free encyclopedia**

SITUATION WANTED *via email*

I have spoken to Chris Goddard on a couple of occasions about wanting to learn how to build a wooden sailing boat, and I came to the last meeting but missed you.

I'm keen to learn from anyone who is building sailing boat and would be happy to volunteer my services as I done a lot of cabinet making (tables cabinets beds etc) so know my way around wood, but I've never built a boat. Chris suggested I put an ad or editorial (Or whatever you call it) in the club magazine to see if I can flush anyone out who I could team up with / learn from. Can you let me know how I'd go about finding someone who might need some help?? regards

Andrew Dawkins GeoTerra Pty Ltd

77 Abergeldie Street Dulwich Hill NSW 2203

pH: 02 9560 6583 Fax: 02 9560 6584

email: geoterra@inet.net.au

Now here is someone who is keen, ed

Dear Editor, would you kindly pass on this message to the person who maintains the <http://www.wbansw.org.au/> website. (me) The Wooden Boat Association of South Australia is currently developing a new website

<http://wbasa.org.au/>

We would appreciate it if you could update the link in the NSW website maintained by your organisation.

Many regards Stephen Conway (webmaster WBASA), (*done, ed*)



Thought you might be interested in this review in Classic Boat Magazine of a newly published book by Adlard Coles in UK, for inclusion in Scuttlebutt.

John Quirk is the pen name of a member of the Wooden Boat Association of NSW. All these 25 tales about wooden boats are true.

Larger copies of the cover are available if required.

Foul Bottoms is available from Boat Books in Crows Nest at \$ 24.95 or a lot less on line from Amazon UK

A RIGHT GOOD READ ■ Foul Bottoms

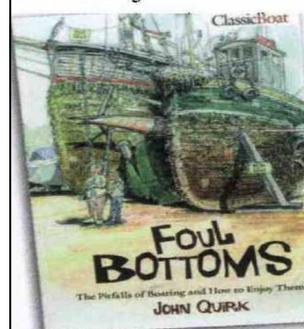
The Pitfalls of Boating and How to Enjoy Them, by John Quirk, 98pp paperback, pub Adlard Coles, £10

Quirkie's got his ramblings into a book, and jolly good it is too. The irrepressible Brit-turned-Australian, boatbuilder and raconteur of Patonga Creek collects his musings and memories in this handy volume - a loo book if you like - and decorates them with his excellent illustrations.

Foul Bottoms contains experiences from yacht deliveries cross-Channel in English waters to building a boat in the adopted home down under, as well as many other areas and atolls of the world. Quirk's essays develop pleasantly with the occasional flash of wit that has you chuckling out loud. Some of his descriptive writings are inspired.

Take: "She was a shapely lass, dressed in a T shirt and jeans that fitted like the fuzz on a peach..." or: "...it appeared our life-saving heroine had forgotten how to swim. With a scream not heard since the last Tarzan film she thrashed the water like an early hovercraft." Clearly inspired by Oz! DMH

"With a scream not heard since the last Tarzan film she thrashed the water like an early hovercraft"



The Hal Harpur Award

Don't forget that nominations for the 2010 Award close on the 30th Sept. See a committee member for an application or you can download one from our web site

<http://wbansw.org.au> just follow the links to the Hal Harpur award page.

From The Editor, Did you know that this October 2010 marks the WBANSW 20th Anniversary. It will coincide with the festival because it was from that event in 1990 that the Association was formed. Suggestions??????

Apologies for the lateness of this edition, I was off having a well earned holiday, got back and no phone line. It took a couple of days to get it fixed, this is what happens when you live in the so called bush

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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**



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Keith Cole on 0295258594

For Sale 15' Putt-putt splendidly and lovingly restored. Hull epoxy sheathed to waterline. Majestically propelling this fine craft is a 4 hp CLAE BANTAM engine, fully and professionally restored. A classic craft for a mere \$8,500.- incl. reg. trailer. John Rasmussen 99992993, Cavan Lenaghan 0418404154

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

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.

Oregon flagpole offcuts: 1370 long x 75 diameter \$50; 2075 long x 50-75 diameter \$75

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White Beech decking: 140 x 20, 7 @ 1400-1500 long, 2 @ 980 long \$100

Anchors: 2x fisherman type, 470 & 660 long \$10 each

tinned copper removable water tank for boat, from 40's or 50's: rectangular 90 x 25.5 x 15.5cm, with brass tap & screw opening \$50 Mark Pearse: 02 9282 9932 M 0419 124 530

markpearsearchitect@bigpond.com

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.

WBA merchandise

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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	

Dear Jeff,

We had been away during May & June & it was delighted upon our return to read of the May issue of Scuttlebutt about the Movie Night outing at Bantry Bay. We wish to express our appreciation to members of WBA.

Dear fellow WBA members,

We wish to express our sincere appreciation for the welcome & help in the recent Bantry Bay Movie Night Outing.

Yes, as highlighted in Rob's article, our little motor sailer "Pamco" came equipped with all manners of electronic gadgets most of which I have no idea what its for, When we were lost, we chance upon & seek help from a friendly "local" hiding in his beanie who turned out to be the WBA boss man ! Who better than Chris to guide us to the right spot.

Then the depth sounder says its 17M & I thought the reading was wrong until Dave Hardy came along & told us its indeed 17M & helped us to anchor correctly. Next came the BBQ, movie, the welcome, etc. What an introduction to the first WBA event we took part. Bantry Bay is unbelievable beautiful & feel like million miles away from Sydney.

Next day, shortly after departing from Bantry Bay, the water pump packed up & we literally came to stop right next to the Maritime boating officer. Dave again came to our rescue & we ended up safely back to our mooring at Drummoyne. The timing of the breakdown is just great as it didn't interrupt our enjoyment of the weekend.

Our thanks to all involved in making our introduction to WBA such a memorable event. We look forward to a long association.

Pamela & Colman Chan.
"Pamco" Drummoyne.

After twenty years of ownership (and two years of building) Tom Balfour has sold his yacht Delamere to Bee Higgins of Clareville. Bee is a wooden boat lover who has taken part in the construction of several boats aside from her professional career, so Delamere couldn't have a better owner. Please give them a wave when you see them out on the water! Tom has scaled down, and is taking over the stewardship of the model built by Bob Kirk, and offered to interested parties in last month's Scuttlebutt. He intends to complete her and is negotiating to have her displayed with the Sydney Heritage Fleet collection.

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A timely reminder, the email scams doing the rounds at the moment are getting very frequent. The old saying of if it looks too good to be true it is not. Our web site is currently getting bombarded with the discount Viagra ads, what are they trying to say, there's not enough stiffness in the epoxy or what?

Scuttlebutt

Members Monthly of the Wooden Boats Association of NSW, Inc.
Return Address: PO Box 673 Forestville NSW 2067

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