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of The Wooden Boat  
Association  
of NSW, Inc  
**September 2008**

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### Next meeting

**Tuesday 9 September 2008**

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

### Guest Speaker

Rob McCauley, long time yachting and producer of TV documentaries, will talk on the subject of "Finding the HMAS Sydney".

### Wooden Boat Association of NSW, Inc

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# Scuttlebutt

## Memorable August meeting



The August General Meeting was a special occasion. All former Presidents had been invited to take part and say a few words about their times at the helm. John Wood, Bob Major, Giff Turner, Jim Willett, Peter Gossell and Bob Ellis took their places on the panel; Paul Smith, due to illness, was not able to attend. Current President, Chris Goddard, conducted the session with his usual flair. John Wood, our first President, highlighted two features of the rules which have helped to run a thriving, trouble free and vibrant group, namely the avoidance of accumulation of major assets and the 3 year limitation on a President's term.

Above, from left, former Presidents John Wood, Bob Major, Giff Turner, Jim Willett.

Right: Peter Gossell talks about the plaque with current President Chris Goddard assisting.



Bob Major said he had found himself overwhelmed by the amount of boating know-how that gradually had been drawn into our Association.

Peter Gossell paid special credit to Bob Major's term of presidency and also praised Giff Turner and Paul Smith for starting the Hal Harpur Award. Bob Ellis, nowadays "with a yard full of toys (boats in all stages

of construction or restoration) the envy of his mates" found the Cockle Bay Raft-up an initiative of significance for our future.

A beautiful Roll of Presidents, created by Peter Gossell and featuring a halfmodel of Paul Smith's 39' Alan Payne designed sloop Lorita Maria, was then unveiled.

It listed the names of all Presidents to date and was met with high acclamation. Fortunately, Paul Smith had been able to enjoy the plaque by his bedside for a number of days.

The evening had the feeling of historical significance for our organisation.

Lars Frostell

## Captain Josua Slocum

Dear Sir, (writes member David Heazlewood of Yarramundi.)

After reading Dick Branson's submission in the July edition of Scuttlebutt about the Spray, sailed by Captain Josua Slocum, I thought some members who are not familiar with the boat and its achievements might be interested in its history.

Captain Slocum was a skipper and a past owner of square riggers in the late nineteenth century. When steam power was taking over many skippers of square riggers found themselves out of work. Captain Slocum was in this position and another captain offered to give him a dilapidated old sloop lying in a paddock at Fairhaven near Boston on the East coast of America.

Captain Eben Pierce said "Come to Fairhaven and I will give you a ship. But she wants some repairs."

When Captain Slocum saw the boat he realised it was too far gone so he decided to completely rebuild her

Continued on page 7



# President’s message

As I prepare this message, the aromatic smell of varnish permeates the room. I have the Paul Smith Roll of Presidents propped up in my study until we identify a more suitable home for it. The panel is a fitting tribute to a man who was President of the Association for 3 years and continued to regale us with his yarns on many occasions covering all manner of subjects from boating to builders and cranes. I ponder at the half model of his boat, the Lorita Maria, (an Alan Payne designed yacht) and I speculate why Paul Smith desired such a large keel boat for Port Hacking?

Ode to the Editor  
This is the last edition to be published under the auspices of our current editor. Lars Frostell has decided to pass the baton on to a new volunteer, enabling him to spend more time with his boat and family.  
Lars has managed to meet the printer’s deadline consistently for five years, often with limited material at hand, ensuring that our Scuttlebutt reaches us prior to the monthly meeting. You will remember our last edition provided some colour and this edition is a bumper publication with an extra four pages – a fitting tribute to a dedicated, long standing editor. A great job done Lars. You have set lofty standards for the new editor, Jeff Clout.

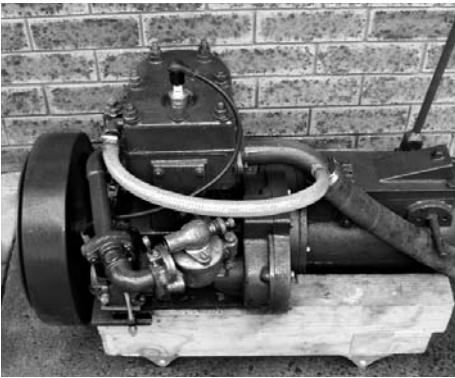
WBA on the web  
Jeff has been beaverling away in recent months to establish our own web site. The Wooden Boat Association of NSW now has its own dedicated site and will be enlarged as time permits, (www.wbansw.org.au). The site will provide copies of Scuttlebutt, links to other useful sites, contact details and our various forms etc. For those who don’t use the internet, don’t despair. Scuttlebutt will still be mailed out and all forms etc will still be available in the normal hard copy format.  
Safe boating.  
Chris Goddard

## 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.



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**CLAE F6**  
2 stroke marine engine. New cylinder head, piston rings and bearing. excellent magneto, gearbox. \$860. John Wagemans 4369 7687

## On the horizon

November 1 – 2  
RMYC Timber Boat Festival Pittwater  
8 November  
Bantry Bay Tea dance. More info to follow  
26 January 2009  
Pittwater Australia Day Regatta  
Bob Tullett 9997 4073  
28 February – 1 March 2009  
WBA Cockle Bay Raft Up

## For sale

**WANTED**  
Enthusiastic boatbuilder to complete Iain Oughtred design *Eun Mara 6m canoe yawl*. Planking almost complete, includes full plans and some building material etc. Current builder is downsizing to unit. Cost is best price of all. Contact John, mobile 0407 747 295.



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## WBA meetings

	General	Committee
Sept	Tue 9	Mon 15
Oct	Tue 14	Mon 20
Nov	Tue 11	Mon 17
Dec	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 Editor

Just as I am about to finish my last Scuttlebutt, in comes a new contributor. Welcome, David Heazlewood, and thank you for sending text and photos of the dinghy renovation, and for your account on Captain Joshua Slocum. My thanks also go to Graham Hardy in South Australia for allowing me to reprint his story on Zitania.  
A couple of years ago I counted the number of people who had written in Scuttlebutt under my editorship and I arrived at the figure of 23. We must by now be nudging 40.  
This is what I had hoped for, that our periodical would be a Members Journal, an outlet that

we all “own” and are happy to build and maintain.  
Some of you have taken part with unfailing regularity, others have come back ever so often. George Gear has to date hand folded, labelled and posted some 18,000 copies – to all who have contributed, thank you for your work and your friendship.  
As Bob Major said at the last meeting, it is quite striking what a great pool of boating know-how is to be found in our Association. This is a respectable asset to us all which we can also share with the general public.  
One more observation: There is more than one way to build a

boat, a view that I have gradually come to accept. For instance, didn’t I always turn my nose up at ‘stitch-and-glue’ ...and now I delight in rowing a lightweight plywood pram dinghy, Joey.  
There are also many kosher ways of making use of our boats – ocean racing, club sailing, cruising, pottering around inland waterways and so on. What makes our boating so special is that a wooden boat is so easy to love.  
So there, a few rumblings from a retiring Editor. It has been a great five years.  
Cheers to you all, see you on the water.  
Lars Frostell



## Royal Motor Yacht Club

ABN 70 001 040 811  
46 Prince Alfred Parade, Newport 2106  
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Email: [info@royalmotor.com.au](mailto:info@royalmotor.com.au) Website: <http://www.royalmotor.com.au>



### ENTRY FORM

**Timber Boat Festival to be held  
1st & 2nd November 2008**

**THE FOLLOWING INFORMATION IS NEEDED FOR YOUR BOAT SIGN AT THE SHOW**

BOAT NAME: \_\_\_\_\_

MEANING OR REASON FOR THE NAME: \_\_\_\_\_

YEAR BUILT: \_\_\_\_\_ BUILT BY: \_\_\_\_\_ BUILT WHERE: \_\_\_\_\_

Boat Type: \_\_\_\_\_ eg. Yacht,Cruiser TIMBERS USED : \_\_\_\_\_

LENGTH: (USE FEET & INCHES) \_\_\_\_\_ WIDTH: \_\_\_\_\_ DRAFT: \_\_\_\_\_

ENGINE SPECIFICATION: \_\_\_\_\_

BRIEF HISTORY: \_\_\_\_\_

\_\_\_\_\_

ANY UNUSUAL STORIES: (ATTACH EXTRA PAGE IF NECESSARY) \_\_\_\_\_

\_\_\_\_\_

OWNER’S NAMES: \_\_\_\_\_

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\_\_\_\_\_ POST CODE: \_\_\_\_\_

PHONE: \_\_\_\_\_ MOBILE: \_\_\_\_\_ EMAIL: \_\_\_\_\_

SIGNATURE: \_\_\_\_\_ DATE: \_\_\_\_\_

All boats to be berthed by 8:30am Saturday 1st November  
For Berthing Arrangements, phone Marina Manager, Peter Moxham Mob: 0418 423 897  
or Tony Van Dyke Mob: 0414 991 242  
For further entry details, phone Cathy on (02) 9997 5511

ENTRY FEE PER BOAT .....\$ **40.00**

**PAYMENT METHOD – PLEASE RETURN WITH CHEQUE (PAYABLE TO RMYC) OR ALTERNATIVELY, FILL OUT THE CREDIT CARD AUTHORISATION SECTION BELOW.**

CREDIT CARD NUMBER: \_\_\_\_\_ EXP. DATE \_\_\_\_/\_\_\_\_

NAME ON CARD: \_\_\_\_\_ TYPE OF CARD: \_\_\_\_\_



# Notes and such

By Lars Frostell

## The restoration of Taipan

At our July meeting Simon Sadubin talked in a brisk and informative manner about the restoration of Ben Lexcen's revolutionary 18' skiff Taipan from the early 1960s, and showed a series of photos, from the boats original days as well as of the restoration work. We were given interesting insights into the famous designer/ builder's zestful approach to his work and also a thorough depiction of how Simon and his team were able to bring the famous little craft back to its original condition.

The Taipan, of course, is very much a historical boat and we were fortunate to have such a captivating demonstration on the subject.

Simon, one of our members, is principal of Sydney Harbour Wooden Boats, a group that builds and restores classic yachts, launches, skiffs and dinghies. See website [www.shwb.com.au](http://www.shwb.com.au).

## New Editor

From October, Scuttlebutt will have a new Editor, Jeff Clout.

I wish Jeff much pleasure and satisfaction from the job he has volunteered to tackle. It is a rewarding undertaking, you make many friends and you look forward to seeing each new issue printed.

To all members who have supported me during my years I would ask: Please stay in touch with Jeff and keep coming up with your good material. Your contributions make this member publication a lively, enjoyable read.

Jeff's contact details are phone 0408 993 026; his email address is [woodscrews@bigpond.com](mailto:woodscrews@bigpond.com).

## Patrick O'Reilly is moving on

The following email has been received from Patrick O'Reilly, who has been conducting the annual Working With Wood Show in Sydney during our years as exhibitors. Our good friend is leaving his position with the event organisers.

Hi everyone,  
Below is an announcement that is going out to the industry

next week - I wanted to let you all know in advance (the announcement not included here. Ed.)

You and your associations have been such an integral part of the shows. I really appreciate all that you have done to help and support me, the event and the growth of woodwork... I couldn't have done anything without you.

Can you pass on my sincere thanks to all in your associations and I hope that our paths cross in the future.  
Regards,  
Patrick

## Gaffers Day 2008 A rally for classic yachts

The Sydney Amateur Sailing Club is again hosting Gaffer's Day to be held on Sunday 19th October 2008.

This is the premier event on Sydney Harbour for vessels that hoist a spar (Gaffers) and classic Bermudan rigged yachts.

Held at the Amateurs, this is a "not to be missed" event that brings together under sail the finest collection of classic yachts on Sydney Harbour.

Mark your diary and sailing calendar now to enjoy great company and fine food and learn about Sydney's yachting history at the picturesque Sydney Amateur Sailing Club in Cremorne. Yachts will be entered in six divisions covering all types of boats from historic skiffs, gaff-rigged divisions I, II and III, Bermudan slow and Bermudan fast divisions with a timed start in Athol Bight to make it easier for the less manoeuvrable craft.

For those who wish to follow the event rather than sail, the classic ferry Radar has been chartered by the Club and will leave from Old Cremorne Wharf. Food and refreshments will be available on board where you will enjoy a commentary on the fascinating story behind many of the yachts.

## Heat exchanger with peas

My brother Carl in Stockholm found at the beginning of the Northern sailing season this year that the heat exchanger for his diesel engine was leaking. How do you find a reasonably priced replacement unit when the engine is a 25 year old Volvo Penta MD21? They don't grow on trees.

Luck had it that contact was established with the Harbour Master in Östersund, a town situated on a lake high up in the snow country. The man turned out to be both knowledgeable and agreeable and was the owner of a spare that would fit on Carl's motor.

The engine piece arrived and

stored in the pea farmer's barn which was full of mice. They had obviously been building up their winter provisions.

## She calls them Terry...

A woman walks into the Frankston Centrelink office, trailed by 15 kids...

'WOW,' the social worker exclaims, 'Are they ALL yours?'  
'Yeah they are all mine,' the flustered mother sighs, having heard that question a thousand times before.

She says, 'Sit down Terry.' All the children rush to find seats.

'Well,' says the social worker, 'then you must be here to sign up. I'll need all your children's names.'

'This one's my oldest - he is Terry.'  
'OK, and who's next?'

'Well, this one, he is Terry, also.'

The social worker raises an eyebrow but continues. One by one, through the oldest four, all boys, all named Terry.

Then she is introduced to the eldest girl, named Terri.

'All right,' says the caseworker. 'I'm seeing a pattern here. Are they ALL named Terri?'

Their mother replied, 'Well, yes - it makes it easier.'

When it is time to get them out of bed and ready for school, I yell, 'Terry!' An'

when it's time for dinner, I just yell 'Terry!' an' they all come runnin.' An' if I need to stop the kid who's running into the street, I just yell 'Terry' and all of them stop. It's the smartest idea I ever had, namin' them all Terry.'

The social worker thinks this over for a bit, then wrinkles her forehead and says tentatively, 'But what if you just want ONE kid to come, and not the whole bunch'

'I call them by their surnames!'



my brother eagerly tore into the package. Out of the wrapping rolled a small, hard ball. "Funny", thought Carl, "heat exchangers don't come with ball bearings". Little balls kept rolling out of the package - there were 20 of them. They could not possibly be metal, he thought, but could it be salt? Carl took a multigrip to them... they were peas!

How would peas enter the saltwater side of a marine heat exchanger? None of the local boating tragics had a plausible answer. Carl got on the phone to Olof in Östersund who explained: The engine had been

# An engine exhaust temperature alarm for under \$10.00

By Chris Goddard



Most boat engines have a sensor to detect the cooling water going over temperature. Whether your engine is directly raw water cooled or via a heat exchanger, ultimately, the heated raw water is injected into the exhaust line where it is mixed with the exhaust

gas temperature of 600° C. The majority of wet exhaust hoses on the market are rated to about 200 deg. C.

Thermostat switches are available with either normally open or normally closed contacts and will operate once the temperature reaches a specified limit and automatically reset to the original state once the temperature drops below the rated temperature. At a price of less than \$5.00, they provide an excellent method of quickly detecting a loss or restriction of raw cooling water.

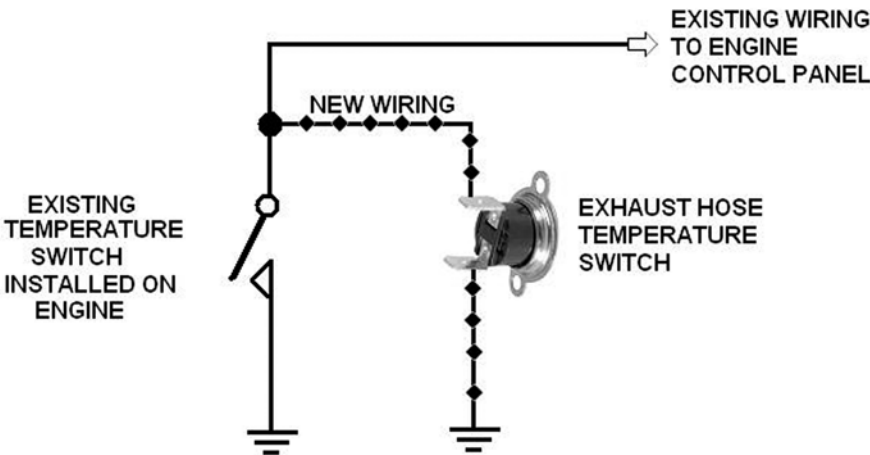
Like the majority of engines, your existing engine temperature switch most likely has normally open contacts; with the contacts closing when the engine cooling water temperature exceeds the manufacturers predetermined setting.

I used a normally open thermostat switch that closes at 100 degrees Celsius - well above the normal operating temperature, but will definitely operate should the cooling water fail. The sensor was mounted on the exhaust hose close to the mixing elbow, using two stainless steel hose clamps. You can see in the photo

that the switch is mounted on a piece of brass using two small brass bolts and nuts. This made it easier to fix the switch onto the hose and aids heat transfer. My exhaust has an anti siphon gooseneck with the mixing being done at the top. The two hose clips near the top of the photo clamp the exhaust hose to the mixing elbow. The switch is provided with standard 'automobile type' spade lugs for the electrical connections.

Electrically, connect the exhaust temperature sensor in parallel with the existing engine temperature switch such that either switch operating will cause an alarm. Invariably, the exhaust switch will operate well in advance of the engine temperature switch.

My engine, a Yanmar, has a spare, fully wired, alarm input provided in the control panel making it a straightforward exercise to connect an additional temperature sensor, but the configuration provided in the diagram will work just as well.



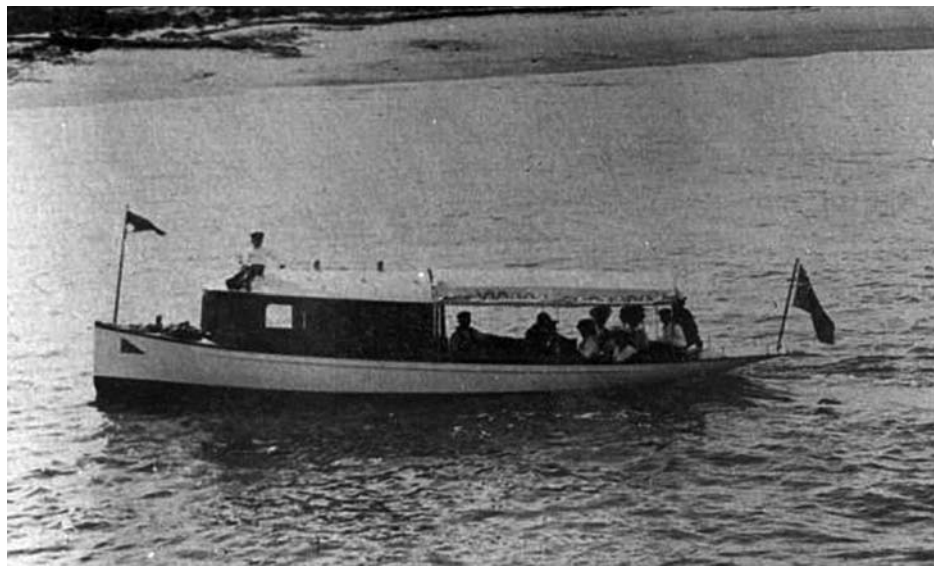


## From the archives by Mark Pearse

The scene is Sydney Harbour and the theme is boating variety. Almost every shape and size of boat is out for the day, and I assume the rowing eights are not spectators, but are there to race. The motor launches visible are interesting and graceful craft, and happily for the near spectators, probably left a wake you could play bowls on.

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

## More Zitania pics From page 10



The title of the large picture reads 'Port River 1908', the photo thus taken shortly after Zitania arrived in Australia. The small picture shows Zitania's original stern helm, inscribed with the KERBEY BOWEN name. Readers with more information on this historic vessel, please contact Barry Johnson, Editor of Crow's Nest, WBASA, phone 0408 975 696, email [barryjoh@adam.com.au](mailto:barryjoh@adam.com.au)

## Pittwater news and views by Robert Tullett

First it was Mark Gasnier who used a clause in his contractual arrangements with St George to flee the coop, then Sonny Bill Williams did a flit from Canterbury; now our editor is following suite – it's reached plague proportions. I am reliably informed however that Lars is not going overseas to play Rugby Union (a recent

knee operation has put paid to any ambitions he may have harbored in that direction). And in fairness it's true he had no contract, and remuneration was never an issue, because there wasn't any.

I always visualized Lars' last edition of Scuttlebutt being clutched in a bony hand and given to the undertaker as he

screwed down the lid of his coffin, with the whispered instructions "get this to the printer". So there it is – the end of an era.

The association hasn't had many editors, it's a demanding job, but all who have taken on the task have served us extremely well. I for one am most grateful to them

all. Lars however had skills honed through a working life as a graphic designer that he brought to the position, which raised Scuttlebutt to another level. We have greatly benefited from his expertise, thank you Lars for a job extremely well done.

## Social occasions

There are a couple of events being organized in November that are well worth an entry in your dairy. Neither are my brainchild but I wholeheartedly support them.

No 1 is the Timber Boat Festival at the RMYC Newport; this will be held on the first weekend in November, Saturday 1st and Sunday 2nd. If space

permits an entry form will appear elsewhere in this edition, failing that, contact the club 9997 5511. It's advisable to be early, space is limited.

No 2, the following weekend Saturday 8th, a Tea Dance at Bantry Bay. Tea dancing was very popular in the first half of the 20th century; Raffles, The Peninsular and Savoy hotels

were all highly regarded as tea dance venues, so why not Bantry Bay – we know dancing used to happen in the vicinity so history will be recreated. It's still in the planning stage but basically dancing will start at 1500hrs, tea and cakes will be available, a BYO BBQ will follow at about 1800hrs and continue till late. It is expected that a numbers

of members will stay overnight on their boats, and it's hoped that members who will not be staying over will ferry boatless members to the event. There is a good pickup point at The Spit. For trailer boats launching ramps at Roseville and North-bridge are reasonably close by. More details to follow.

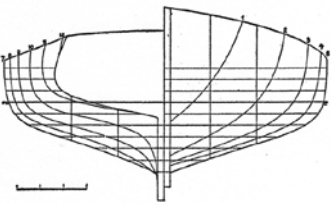
Bob and Barbara Tullett

## Captain Joshua Slocum

Continued from page 1

from the ground up. Planking was of Georgia Pine, inch and a half thick, through bolted and tightened with screw nuts to the steam bent oak timbers.

After about 12 months of work the boat was completely rebuilt and launched and "she sat on the water like a swan". Dimensions were 36'9" length, 14'2" beam and 4'2" in the hold.

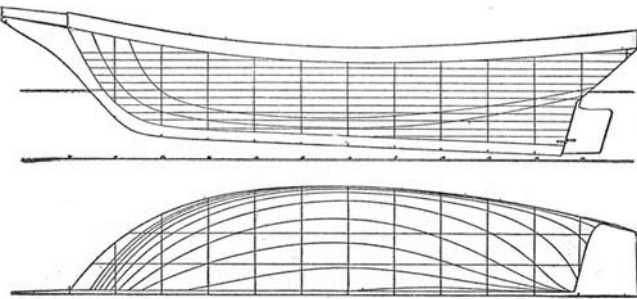


As Captain Slocum was familiar with the trade winds of the globe he decided to sail solo around the world. On the morning of April 24, 1895 he weighed anchor, set sail and left Boston for his epic journey around the world.

The Spray sailed across the Atlantic to Gibraltar, then to South America, through the Strait of Magellan, twice; then across the Pacific to Australia, then across the Indian Ocean to South Africa. From here he sailed across the southern Atlantic all the way back to Fairhaven, USA. He arrived back

on July 3, 1898 and is considered the first person to sail around the world solo.

The main reason for Slocum's ability to sail alone was the underwater shape of the hull with the ability of the boat to sail itself with the sails adjusted. Slocum actually sailed thousands of miles without touching the tiller.



The Spray's lines plan show a full and buoyant bow, wide beam and quite flat sections from amidships to the transom. The boat has a sharp turn of the bilge which means that when going to windward the boat will only tilt over to the sharp bilges and stay there. It is quite comfortable as it will sail to windward with a list of only about 12 degrees.

The original boat was a lobster boat and you could probably trace its ancestry back

to English and French fishing boats.

Many replicas have been built from ca 1900 up to present day. Bruce Roberts plans have plans for different size Sprays.

There is a Slocum Society with boats all over of the world. The Australian Society started in 1993 at Lake Macquarie but

has moved its base to Queensland. President is John Ward, (07) 3201 2778. There are approximately 85 members owning boats but well over 100 boats in Australian waters. The Society is dedicated to maintaining the adventurous spirit. Most boats are steel but some are timber and fibreglass.

The late Ken Slack wrote a book about the almost perfect lines of the Spray for a boat of this type.

David Heazlewood



# Of sea shanties, bamboo harvest and more frolics in the north

Westwind’s journey continues –  
by Chris Dicker

In our last article we were roaring through the German countryside at unimaginable speeds in a borrowed Merc. (Regretfully, this segment was lost in cyberspace. Ed.) Compared to our life aboard Westwind, that was unreal enough, but on our way back to Australia we called in on a friend in Dubai where reality seems to be shut out or denied. I compare it to the Anzac Bridge – it will be fantastic when they remove the strings!

As I write we are anchored off a little horseshoe island called Hummocky Island, six miles northwest of Cape Capricorn. Today, 08.08.08, we crossed the Tropic of Capricorn in magnificent weather, however we were both rugged up and even had shoes on but the sailing could not have been better, Cape Capricorn and Yellow Patch disappearing behind us, spectacular in the afternoon hues and Hummocky Island developing in the distance ahead from a surreal mushroom into a beautiful and solid destination.

From Hummocky Island Westwind had a drift to Great Keppel. Our almost silent crew member can still maintain steerage at one knot. It was about then that we decided that downhill island hopping



was sheer fun and not half as dangerous as negotiating anchorages on the ‘big’ island, but to continue on we needed to add stores. This we did at Yeppoon before heading off to

the Shoalwater area where there was a bushfire raging. The army was exercising in flare firing and damper cooking.

It is amazing how your boat can really become an island in

itself – until we reached Yeppoon we had not been ashore for four days. We are also often out of phone range for long periods but this part of the Queensland coast has a fantastic VMR coverage with relaxed and competent radio operators.

DANGER – BOMBING RANGE. This entire Shoalwater area (which could easily be a National Park) is often off limits to sailors. It covers a vast area and is used for military training. In 2001 there was a joint war game involving American



Above: The famous A-frame at Middle Percy.  
Left: Westwind en route to Mackay doing eight knots

Our first anchorage after Yeppoon was Freshwater Bay, just southeast of Port Clinton, it is reputed as being a little rolly in a southeaster and we can confirm it. On the following day we were going to have a late start and a leisurely sail to Pearl Bay but the headland configuration looked too much like Freshwater Bay so we shaped a course for Island Head Creek. The wind was such that we flew past that place about one in the afternoon so we stood on for Cape Townshend where we anchored off a very nice beach except for the large red sign

and Australian troops who burnt over seven million liters of fuel during the exercise and that’s without the firecrackers ... and the dampers!

To the northwest of here there are islands as far as the eye can see, almost directly north and thirty-five miles off the coast are the Percy Islands which I have only ever dreamed of. Now they were a hairy dot on the horizon and getting six miles closer every hour. We rounded the southwestern tip of South Percy to find ourselves in quite a tide race that was pushing us onto that fierce looking coast. There was not a minute to loose as we added the stay’s! to our canvas to claw away in a wind that had now fallen light. I breathed a sigh

of relief when we weathered the point, then had a hard beat against wind and tide to the anchorage off South Percy where at low tide we anchored in six and a half meters amongst a forest of coral heads. There is a six meter tide range here.

Next morning we managed to extricate our anchor chain from amongst the coral heads and not without some crunching. We then sailed the eight miles to West Bay where we found a beautiful white beach complete with coconut palms and of course the famous A-frame which was built in 1961 and has since been adorned with the names and memorabilia of many passing boats. We added Westwind’s in teak. That evening we sat around a blazing fire singing sea shanties while the full moon bathed the white beach in the clear salty air and the palms swayed to a gentle breeze.

We had a stroke of luck the next morning as we prepared to walk the four kilometers up to the old homestead. The new lessee of only two months asked if she could tag along. During the next five hours we pretty much got the rundown on Middle Percy. It was such a leisurely Sunday stroll up along that sandy track, the diverse beauty of the island slowly became evident, not least the isolation. On reaching the homestead, which was built in the 1920s, we were greeted by a large flock of peacocks, a small pony and three very smart roosters, all left overs from a bygone era and all but feral. Mother nature

is busy reclaiming her own and the nut and fruit orchards are overgrown, the machinery shed, the once Eden like gardens, the wide open verandas with goatskin seats, all stand mute but the ghosts of struggles and joys still linger. We were very lucky to have captured even this moment on a dreamy, sun drenched Sunday afternoon.

Everyone that visits the Percys could easily do a small favour for the new lessees to lighten their load. I suppose their purpose is to preserve what the island has evolved into. National Parks have now become a player. Our small favour was to cut a few sticks of bamboo from two big clumps that had been planted in the haydays. These were to be five meters long and as thick as possible. We then had to carry them the four kilometers back to the beach. All this was done with no end of fun and it would have been lovely to stay and labour on but the following day we had a short sail to Digby Island where we spent a pleasant night made memorable by a full moon rising between two nearby islands.

Early the following morning we sailed out of our anchorage and did the forty-six miles to Mackay in seven and a half hours in perfect conditions. I was absorbed in taking photos of breaching whales when Gilli mentioned that we were about to pile up on the Mackay Harbour breakwater.

She was right again ...

## Rozelle Bay weekend

9 – 10 August  
by Rob Hardy

We had planned our overnight weekend this time in Rozelle Bay. There are a number of sandy spots along the seawall where landing a dinghy is easy, and there is a nice little inlet just around the corner from Blackwattle Bay, big enough to take the expected number of boats. We had stayed there earlier in the year and it was pleasant, and away from the traffic, particularly in summer with boats going into the fish markets and back.

The weather forecast of westerly and north westerly winds for the weekend brought about a change of thinking and by the time we arrived, Monte Cristo had already made the decision to move around to Blackwattle Bay where there was some more shelter. As it turned out, the wind was not as strong as forecast and we were able to spend a most pleasant weekend. Being close to the fish market has a strong bearing on the menu.

The afternoon and evening were quite calm and in the fading light as the city lights came on, the smell of a range of seafood exotica cooking on the foreshore must have played havoc with the residents on the hill above. Over time, all of us have acquired canister type portable stoves, some with a hotplate, and so our dependence on the shore barbeque has become reduced allowing us more freedom for dinner location. Right on the



foreshore, having a glass or two of tummy warmer on a cool night with a magnificent view in front of you is rather pleasant.

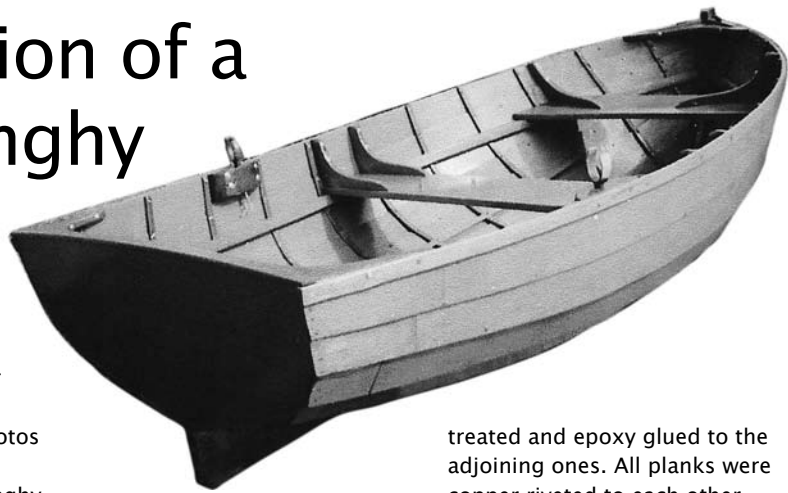
An early night and a good sleep in calm conditions gave way to a brilliant morning with clear sky and a distinct chill in the air. We all gathered for the traditional breakfast barbeque ashore, upstaged by the crew of Celtic who arrived complete with champagne on ice in the ships ice bucket ! There was no rush over breakfast and with

the time now quite advanced, we voted that we should stay ashore, and match Celtic with the champagne, after all Fran had already rowed the dinghy to the fish market to buy fresh strawberries.

A lazy morning solving the worlds problems, before we headed off to the boats for lunch.

Rob Hardy  
‘Matang’

# Restoration of a small dinghy



Dear Sir, (writes member David Heazlewood)  
Please find enclosed photos and story of my restoration and re-building of an 8' dinghy which I did for another fellow last year.

On first inspection the boat had a traditional frame, bent timbers (ribs) stem and keelson, however it had plywood planks, which was a bit unusual. It was probably built in the 1950s, when plywood became more readily available.

The first step was to build moulds at about 300mm intervals with the idea of retaining the shape as the original rotten plywood planks were removed.

The planks were removed one at a time from each side, starting from the gunwale. Two planks were removed, then the boat was turned upside down. Two top planks were fitted using the originals as templates for the new ones. Pacific Maple marine plywood was used.

With the boat upside down the rest of the planks were removed and replaced and carefully matched to the new planks with the original planks.

All planks were epoxy

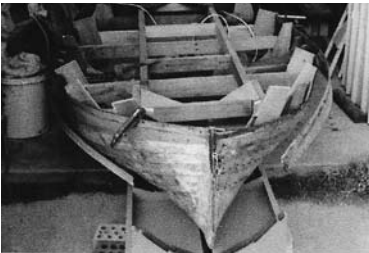
treated and epoxy glued to the adjoining ones. All planks were copper riveted to each other and through the knees and bent timbers.

The original frame work was in good condition and was not replaced; only a piece of timber was scarfed into the top of the stem which had rotted off.

All timber was epoxy treated and finished with three coats of marine varnish.

I found it very interesting although all the riveting was a bit painful. I hope it encourages others to do it.

David Heazlewood



Moulds were fitted to retain hull shape



While the boat was upright two new planks were fitted



With the boat turned over the rest of the planks were removed and replaced

# Zitania – 100 years in Australia

by Graham Hardy

From Crow's Nest, August 2008, the publication of WBASA, inc.

2008 celebrates the centenary of the Zitania in Australia. And most likely her 118th year overall.

Here is some information about the Zitania, and her early history. She was built circa 1890. She was an electric motor launch that ran on the Thames England. The name KERBEY BOWEN – ENGLAND is inscribed on the bronze stern helm.

Kerbey Bowen was an entrepreneur who built a fleet of electric launches for use at Maidenhead on the Thames. He was a competent and expert electrical engineer. His company was in business as early as 1889 and was in full swing by 1893. He owned and ran the second largest electric launch ever built, the 60 foot Ray Mead. This was the launch that Edward, Prince of Wales used to visit the Astors at Clivedon.

Bowen was a man whose success largely came from those wealthy patrons who escaped London by train every weekend



to spend time messing about on the river. Mr. Bowen commissioned the build of many fine electric launches which were rented by the day, or week, or even the whole season. Zitania was likely one of these boats. It would seem that Kerbey Bowen had his boats built by Sargeants at Eel Pie Island on the Thames.

Charging stations were set up along the Thames so that the boats could be recharged whilst the gentry were on land picnicing. This is most likely the environment where the Tolleys came across the Kerbey Bowen boats, and purchased the Zitania.

The Tolleys owned a

property at Chertsey on Thames and moored Zitania there for recreational purposes. Part of the family (Albion Everard Tolley) then migrated to South Australia. He brought Zitania to the Port River South Australia in 1908 on the deck of a mail steamer. This same ship apparently brought the boxer Jack Johnson to Australia to fight a world heavy weight championship.

Albion immediately reconfigured the boat by moving the aft cabin forward in one piece and moving the steering position from a well in the bow back to the counter stern. It is thought

that this was necessary to avoid the boat taking much water forward through the open well design. The rougher water experienced in the gulf would have been a contrast to the benign Thames. This configuration has remained un-changed to the present.

The electric motor and batteries did not come to Australia with her and she was fitted with a twin cylinder Gardner kerosene engine at Port Adelaide. The motor was started with a blow torch. Shortly after his arrival in Adelaide, Albion joined the Royal South Australian Yacht Squadron. During Zitania's time there she won two silver cups for "best motor launch".

Sam Tolley (a direct descendant) still holds those two trophies. Despite my efforts he will not part with them.

She remained at Port Adelaide until being moved to the Murray in 1928. The story goes on – another 80 years to date.

More pictures on page 8

# The preservation of a cedar door

by Lars Frostell

The Rules of our Association state, among other things “(j) to encourage the preservation of historic wooden boats and related artefacts”. Am I stretching it a bit too far to talk about a cedar door? Probably, but please give me some leeway – it won't happen again.



When I fetched the mail one day last year there was a letter for Helen from one Ray Braithwaite, Mackay, Queensland. “Who is Ray Braithwaite” I asked my dear spouse. “Sit down and I'll tell you”, was the answer.

When Helen was at boarding school as an early teenager, the students had to attend Sunday church service regularly. Across the isle were seated the boys from Scots College, Ray among them, and shy glances were extended between the two and letters would be traveling between the youngsters for some time, who both belonged to the same group of kids in Mackay.

Now, nearly 60 years later, Ray, a former member of Federal Parliament and a much respected citizen in Mackay, was asking Helen if she had photos of her family's Mackay home, which long ago had given way for new development. Ray was writing a book to record 125 years of business by a major local building supply company, Charles Porter & Sons Pty Ltd, and the founder, Mr Charles Porter, had built the house in 1911.

“Yes, replied Helen, and I have the cedar front door as well.”

The company was building a Memorabilia Display at their headquarters and had very scant original material to display from the early years. Ray was hoping to find more.

How did Helen happen to have the door?

Helen's mother, Elspeth Grant, moved to Brisbane from Mackay some time after her husband's death in 1957, but she managed to keep the Mackay home, a gracious two story building with doctors' surgeries on the ground floor and a spacious residence on the top floor. The surgeries were rented to doctors for a number of years and the residence remained occupied as well.

antique dealer, but the thought of it ending up on a suburban McMansion soon put a stop to that. When Ray Braithwaite expanded on the Porter family's plan for a Memorabilia Display, Helen saw a possibly fitting future for the door and offered it as a gift to the Porters. The offer was accepted with enthusiasm and the company had it freighted back to Mackay, where it was to become the main attraction for their permanent display.



Managing the rented Mackay property from Brisbane became a burden in the long run and Helen's mother sold it in the 1970s. Learning that it was to be demolished for redevelopment she ensured that she could salvage the splendid Queensland red cedar entrance door, with its lead fitted stained glass side panels and stained glass window above it. All was shipped off to her home in Brisbane. There it stayed, well protected under her house, until Mum moved to live with us in Sydney in 1982. The door, for Helen and Mum a treasured reminder of many happy early years in Mackay, came along to us in Sydney. Mum said at some stage that the door would belong to Helen if she looked after it.

Since Mum passed away some 15 years ago Helen and I have a few times, half heartedly, talked about selling the door to an

On 23 July 2008 Helen was in Mackay as guest of honour of the Porters, gave a speech to staff and management and city dignitaries at the opening of the Memorabilia Display, talked about her childhood in the Queensland town and about the various identities who had passed through the door, among them Mrs Eleanor Roosevelt (the house had been taken over by the American Red Cross during World War 2).

It was for Helen and the Porters a happy and significant occasion and a perfect ending for the Cedar Door Venture. Helen, and her mother, could not have been more pleased.