



Scuttlebutt

September 2013

The P.S. Emmylou is a Murray River paddlesteamer, driven by a completely restored 1906 steam engine. She is 30 metres long and 10 metres wide.

Photograph by Jim Flood

www.wbansw.org.au
visitors

31,532



Presidents Report

Alan Stannard

A reminder that the last meeting for 2013 will take place in the auditorium at the Sporties Club on Tuesday 10th December, at this meeting the winner of the Hal Harpur Award for 2013 will be announced. There will be a sit down two course meal and I ask members to contact me if they have not already done so and have their name placed on the attendance list.

Currently the number of members and their guest who have indicated they will attend the December meeting has reached 63.

Please see me at our monthly meeting in September, October or November or ring me on 02 9416 7238 to have your name/s added to the list.

A group payment will have to be made at least one week before the meeting; therefore individual payment is required no later than the 2nd December!!

I would like to thank Christine & George Gear for once again folding and posting the monthly Scuttlebutt, for without their continued support we would not receive our monthly newsletter.

A reminder that the closing date for nominations for the Hal Harpur Award close on the 30th September 2013. I encourage you as a member of the association to make a nomination; forms can now be down loaded from our WBA NSW web site, www.wbansw.org.au/HHA/Nomination.html

Wanted; a person or a group of willing people to take on the responsibly of setting up and taking down/packing away the audio system used for our monthly meetings. If you would like to assist please discuss with any Committee member.

Do you know of any person male or female who would like to be our guest speaker at a monthly meeting during the year 2014? Please give me a ring to discuss.

Our membership Secretary, Ross Andrewartha reported that we have had 14 new members join the WBANSW, congratulations to all on joining our association and I look forward to meeting you at our monthly meetings.

At our last meeting 51 members and their guests heard our guest speaker and WBA member John Diacopoulos give a presentation



on the build of his beautiful 21 foot black painted, gaff rigged hull, named *Yeromais* V. John's inspiration for *Yeromais* V came about from a visit to the Greek Islands with his father when he was just a lad of 13 years old. She was built in Sydney by Steven Gale

and officially launched in 1987. John has sailed her in many gaff rigged sailing regattas, including the 32 knot breeze that blew in the 1988 Gaffers Day on Port Jackson. Oregon spars are carried onboard and her hull is made up of three layers of laminated timber.

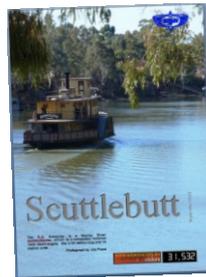
For our September meeting we have as our guest speaker, WBA member Tom Hughes. Tom will discuss the topic of ropes, hitches and knots.

The AGM is once again being held in November; please consider joining the committee and contributing your input to the WBA.



John Diacopoulos takes questions at our meeting

On the Front Cover



The P.S. Emmylou is a Murray River paddlesteamer, driven by a completely restored 1906 wood fired steam engine. She is 30 metres long and 10 metres wide.

She was built locally during 1980-82 in the style of the 19th century paddleboats and is at home in the Port of Echuca, residing with the very few remaining paddlesteamers of the past.

The *Emmylou* goes through about a tonne of red gum a day, all of it culled from waste railway sleeper cutters that were left behind over the past 80 years in the vast forests lining the river.

The photograph was taken by Jim Flood, a well known artist living in the Sutherland Shire, south of Sydney. He has a preference for using the palette knife to create the scenes and textures he is comfortable with.



Scan the QR code to go the WBA of NSW on the web and follow the links to Scuttlebutt, Hal Harpur Award and considerably more useful information.

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

from Chris Dicker

When Gilli reads this she will have a laugh. I really have a lot to say but I have no time to say it. I have three painting jobs on the go at once and dirty big black clouds forming down to the south east. Two of the paint jobs are two pack polyurethane and one is enamel.

Of the three, the enamel was the most pleasurable to apply, although also the trickiest. More on that later. But there is much more to a job than just the job. For example, if the owner is involved IN ANY WAY SHAPE OR



The enamel job involved painting the coach house of a very nice timber yacht

FORM, any pleasure you may have gleaned from hanging off a sander for hours and working with toxic paint dust and fumes could turn to thankless drudge. That is one of the reasons I left the transport industry, thankless drudge.

Enough of my whinging. The enamel job involved painting the coach house of a very nice timber yacht. I sanded the existing paint back pretty hard with 80 grit paper then 150. I then put two coats of International pre-kote undercoat on with 24 hours between coats. If you have time you should leave that to dry for at least two days, it really is a slow dryer. When I can get dust off it, I sand that back with 320. As far as the topcoat being tricky to apply it is not, it is nice paint to work



This mono was painted with AWLGRIP

with. Direct sunlight or a hot surface is a hindrance, but wind is the worst enemy. I did the enamel job in a strengthening wind and I really had to move to keep a wet edge. The paint I used was International Toplac and I put a good slurp of Penatrol into the mix. We painted Westwinds topsides with Toplac three and a half years ago and it is still brilliant.

International also make a two part paint called Perfection. It is designed



The catamaran on the right was painted with Perfection

for brushing. It is not bad but if you want a really good finish you have to add up to 20% brushing reducer. They don't seem to tell you that. In the photo the cat on the right was painted with Perfection and the mono on the left was painted with AWLGRIP. You just can't compare the two, the International was ok but the AWLGRIP is spectacular. Under the AWLGRIP I used Jotun high build undercoat, which is much cheaper than AWLGRIP undercoat and at least as good, you can really shape your finish with that.

That's the boring boat stuff over and done with. A brand new Yanmar engine is flying up from Melbourne to be fitted into Westwind....well that is boat stuff too but I hope to bore you with that in the next issue.

Meantime the SE trade has reconfirmed itself here in Cairns after a dreamy spell of calm clear weather and there is not much point in going out to the reef. Live for the day, grab it the best way you can, it will never come again.



OK, the International paint does look pretty good but what do you think of our mackerel steaks?

New Members

This month we welcome fourteen new members:

- Tom Coventry of Avalon
- Stephen White from Balgowlah
- Paul Brogan from Riverview
- Bruce Mai from Narara
- Nick Giles of Lindfield
- Ian Graham from Berowra Heights
- Trevor Smith
- James Cowan from Port Macquarie
- David Birch of Thirroul
- Malcolm Wright from Epping
- Merrin Maple-House of Balmain East, (the new owner of *Kelpie*, a vessel with a long history)
- Peter Schweinsberg of Castlereagh
- Chris Simpson of Glenbrook
- Joseph Granzotto from Castle Hill

We look forward to seeing you at our meetings and collecting your new members bag.



An apology

Last month we sent out an additional page for inclusion in our 2013 Yearbook. After delivery and posting of the Yearbook, it was noted that a number of names had not been included, in particular, anybody with a family name beginning with Mac or Mc. The WBA apologises for this error and emphasises that we have no prejudices of persons

of Scottish origin, but we are undertaking an audit of our computer software application to determine why it failed to include these names from the member database in the paging function.

The Wooden Boat Association of NSW inc.
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Email: turvey42@optusnet.com.au

YOUR COMMITTEE



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WEB stuff
Andi Morgan



Members
Alan Williams Ken Travers

Next Meeting Tuesday 10th September
Guest speaker: WBA member Tom Hughes, "Knot your Usual Lecture"

Raffle Prize Winners



Pictured are the two winners of our July meeting raffle with John Diacopoulos, the guest presenter for the August meeting.

1st prize: **Simon Riddell**
and
2nd prize: **Joan Carter**



GAFFERS DAY

SUNDAY OCTOBER 13TH 2013

This event is probably the largest sailing event for classic boats held in Australia. It is an amazing spectacle of classic yachts of all types in the one location & sailing together. On this day the club

really opens its doors to the public to come along & participate - in any of the following ways:

- enter your sailing boat or yacht
- come by boat & watch from the water
- come to the club before or after the sailing event, there will many yachts berthed at the club, food & drinks will be available
- come on the ferry (booked tickets only)
- watch from the shore, Bradley's Head is probably the best vantage point

Despite the name, the event is open to any classic boat or yacht, & depending on the conditions is suitable for small craft as well. As it is a rally rather than a race, you do not need the usual racing safety certificate.

There will be at least 7 divisions this year:

- metre boats
- Couta boats & Rangers
- 2 gaff rigged divisions
- 2 Bermudan rigged divisions
- historic 18 footers
- possibly a large boat division also, although they may be mixed into the gaff & bermudan divisions

For information, entries, ferry tickets contact Megan or Judy at the SASC office 9953 1433 or office@sasc.com.au, or you can contact Mark Pearse on 0426 508 436 or mark@pearsearchitects.com.au.

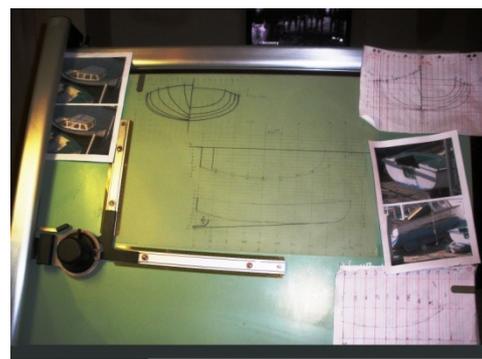
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Last month we had a picture in Scuttlebutt of a vessel being built by our Secretary, Phil Turvey. Phil has supplied these photographs and story



Phil already has what is colloquially termed by wooden boaties, a category 2 boat, (i.e. fibreglass). However, for some time he has been contemplating the building of a wooden vessel in an effort to seek full acceptance in to the Wooden Boat Association.

Initially, Phil sought plans of a boat and chased up people who had built to those plans only to be disappointed with the feedback, sometimes positive, some of it negative. He also spent a bit of time looking over the late Bernie Alleck's putt putt noting construction methods.

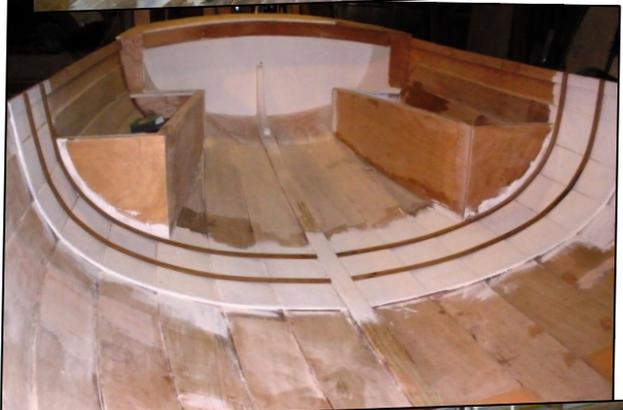


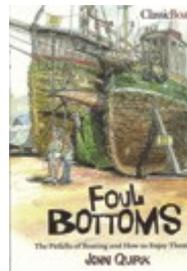
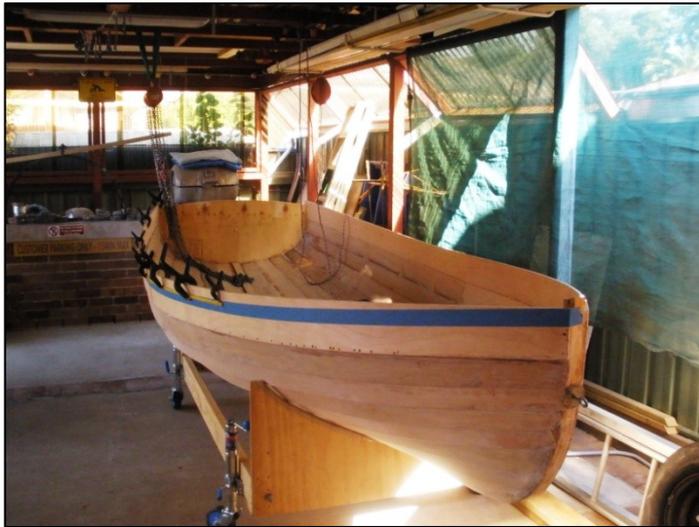
Finally, Phil decided to design his own boat based on all he had seen and heard. That way he had only one person to criticise in the event of it being a dog. Recovering from a hip operation in September 2011 provided the impetus to get on the drawing board and put together some plans.

A month or so later, the moulds were in position allowing planking to begin. The boat has Spotted gum timbers, (ribs). Meranti marine ply, some Oregon and recycled Western Red Cedar that was formerly the hand rails from a nursing home. (He didn't elaborate on how the residents of said nursing home are coping without handrails)

During the course of this first phase of construction, progress has been interrupted a couple of times with children's marriages and of course a day job. He hopes to finish soon but has to pay for the sacrifices made during the first phase of construction as the house renovation is not complete. He has been over heard blaming his wife for not nagging him enough to complete the renovations.

Length overall, 4.42 metre, (14.5 ft). Beam 1.8m, (5'9"), draft 300mm, (12"). The engine will probably be a single cylinder with a preference for a diesel. He is contemplating a type of half cabin and may consider having it removable.

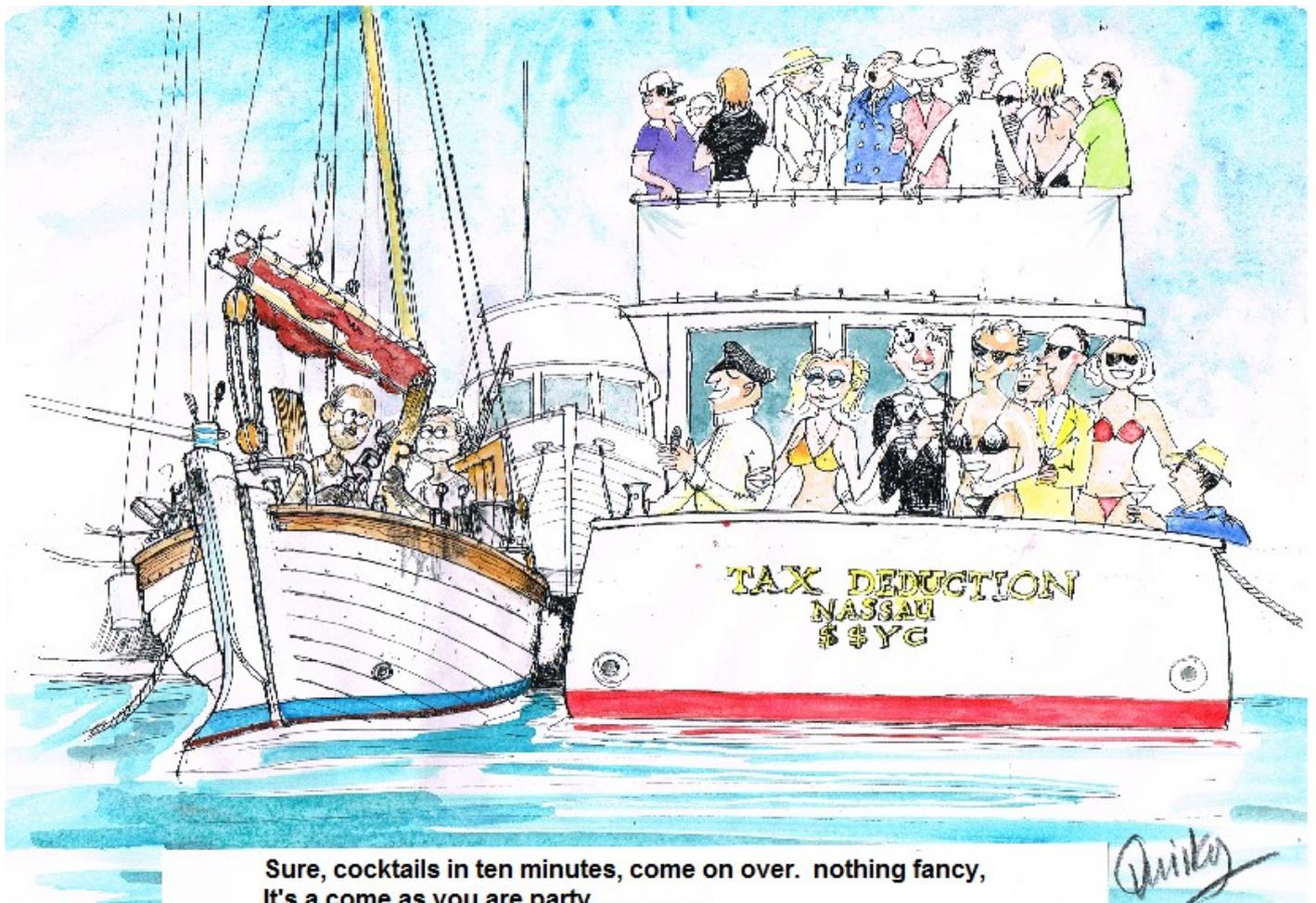




Based on a series of highly popular articles written for Classic Boat Magazine, this witty collection recalls some of the incidents the author has survived in over half a century of messing about in boats. Most sailors will find something to relate to in these escapades from around the world and they will bring a wry smile to any boaters' lips. The author's wonderfully witty cartoons help bring these anecdotes to life. All these stories are true, so WBA member



Alan that his architectural clients do not think they are entrusting their work to a seagoing Mr Bean. Copies are available from Boat Books in Crows Nest at \$24.95 or less on Amazon. WBA members can get copies from Alan at meetings for \$20.



BUY SWAP and SELL

WBA members may place a non-commercial ad free of charge if the member's name and phone no. appear. Non-members are charged \$20 for a text ad (maximum 25 words). \$30 with a picture. Ads will run for two issues, member's ads longer if you ask for an extension. Submissions close on the 21st of each month
NOTE: Items for free, No Charge. Contact the Editor, see page 6 for details.

FOR SALE



18' clinker / carvel putt putt, has canvas dodger with zip on tunnel tent to sleep 2. Motor is 2 cylinder, 4 stroke Hardman, runs well but has issues \$3500. Boat trailer in good condition to suit \$1200. Contact Chris 02 4476 3370 or info@lyrebirdlodge.com

FREE

WoodenBoat / PassageMaker Magazines WoodenBoat collection, continuous from May 1988 to recent, plus a few earlier. PassageMaker, continuous from 2001 to recent. FREE to someone willing to collect from my place.
John Westlake, phone (02)9949 5912

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Diesel Marine motor, Yanmar YSE8G single cylinder electric start, an oldie but a goldie, starts easy and runs well. \$1700
Contact Chris 02 4476 3370 or info@lyrebirdlodge.com

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Contact Chris 02 4476 3370 or info@lyrebirdlodge.com

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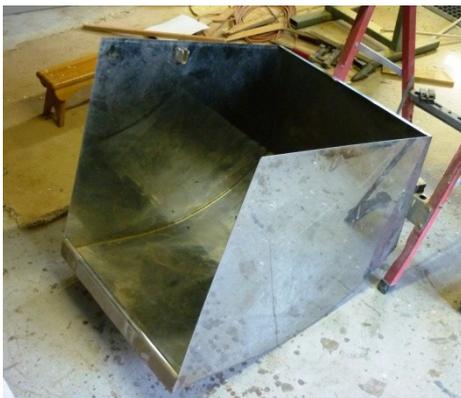


Work to date includes paint stripping, complete replacement of port & starboard saloon walls, water pump, new head on engine, upper deck repairs & other works & alterations to numerous to mention here.

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For more detailed information contact:
Di Sheehy - 0438 774 767

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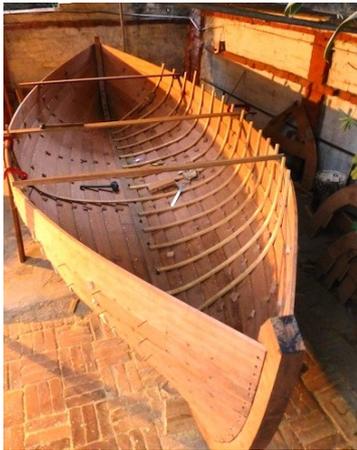
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Our page 8 story

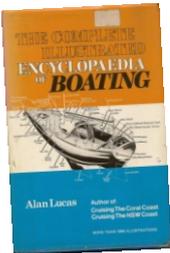


Ribs, timbers or frames?

I was recently corrected for referring to the athwartwise strips of timber inside the hull of a boat as *ribs*. The correct terminology was *timbers*.

Now I had always considered these strips of timbers as the ribs and heard the expression on many occasions.

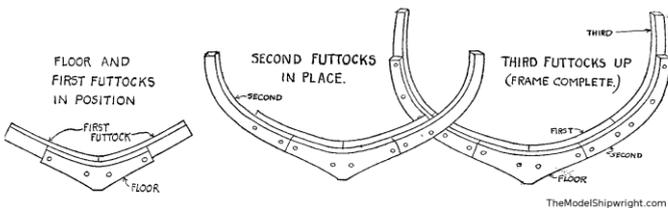
I decided to do some homework.



Some years ago in my early days of attempting to learn the various components of a boat, I purchased a copy of *Encyclopaedia of Boating* by Alan Lucas. (Even my spell check says I have spelt *Encyclopaedia* incorrectly). Reference to this illustrious volume indicates a rib is a traverse structural member of a wooden boat. Interestingly, there is no entry for timbers. There is an entry for Timberheads

that refers to the 'vertical timbers projecting above deck for making fast. Specifically refers to the ends of ribs'mmmm

A frame is defined as a traverse structure at each section giving form to a vessel are removed after completion and their function replaced by ribs..... While futtock is defined in the encyclopaedia as the separate pieces forming a built rib of a boat. Elsewhere, I learnt that frames or futtocks are normally sawn to shape while ribs are generally steamed to shape.



Reference to a Forests NSW publication on the web uses the word rib on a number of occasions, *Timber for planking, stringers, chines, and ribs should be selected.....*

It has been said "vertebrates have ribs, boats have frames".

However, reference to a number of English publications, in particular an 1835 edition of *The Engineer's and Mechanic's Encyclopaedia* uses the expression "the ribs or timbers....." in a number of places throughout the publication leaving the reader with no doubt that the contributor or author of this publication was covering all his bases.

The terms are used interchangeably in several other dictionary collections from this era and earlier.

I have been told that the term "**Shiver my timbers**" (or "**shiver me timbers**") was reminiscent of the splintering of a ship's timbers in battle. The phrase is based on real nautical slang and is a reference to the timbers, which are the wooden support frames of a sailing ship. In heavy seas,

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	Classic Racing Yachts	1.30pm
	RMYC Function - Poolside Party	7.00pm
Sunday 23rd March:	Couta Boats & Classic Yacht Racing	1.00pm
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ships would be lifted up and pounded down so hard as to "shiver" the timbers, startling the sailors. As to whether the term specifically refers to ribs or timbers or all the timber in the vessel as a whole, is not known.

I have now come to the conclusion that in North America the term ribs would appear to be the common term, while in Europe, the term timbers was quite common but appears to have changed over the years to ribs.

But there are also different terms for the type of construction with 'clinker' build being the predominant terminology in Europe and 'lapstrake' in North America.

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