

President's Message

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Next Meeting

Tuesday

14th October 2008

Guest speaker TBA

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Of NSW Inc**

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I have just finished reading an article in a popular British boating magazine on the pitfalls of owning a wooden boat. Section headings like "Cash flow", "Skills and Maintenance" and "A year-round Hobby" assist in explaining to the readers that while there's nothing quite like a nice wooden boat, most boat owners sensibly reconcile themselves to a boat manufactured from GRP.

Sensibly reconcile themselves.... Does this denote that owners of wooden boats are foolish, unwise or irrational? The writer of the article, (admitting that he owns a GRP vessel), makes no apologies for his statements and does acknowledge to previously owning a wooden boat. From some of his experiences described in the article, he has had some very unfortunate episodes with wooden boat(s) and some equally unsound advice. Without doubt, he was unable to suitably appraise his initial purchase as to the extent of work necessary to either restore it, keep it afloat or enjoy it. The article includes an accompanying checklist for the wooden boat buyer that doesn't look too much different from a checklist that any potential boat buyer should consider.

The writer argues that wooden

boat ownership is a year round chore. In Britain, where there is a period of around 3 months of each year where sailing is rarely considered due to the miserable weather, the owner of a GRP boat can forget his boat while the wooden boat owner is burdened with the chores of maintenance and digging out dry rot. How any boat owner can forget his boat for 3 months astonishes me. Although, I did hear a story from a NSW Maritime officer who had chased down a vessel owner to South Australia. It seems that that the owner had moved to Adelaide about 12 months previously and hadn't bothered about his boat – in fact he had forgotten where it was moored!

What a wonderful lifestyle we have here in Australia allowing us to use our boats throughout the year. We don't have to worry about hauling our boat on to the hard for a few months, running a dehumidifier in the boat and attempting to paint or varnish under covers through a bleak winter.

To overcome this onset of wooden boat melancholy, I have just picked up a book on loan to me from Peter Gossell. The *Book of Wooden Boats*, featuring magnificent photographs by Benjamin Mendlowitz. We have all

photographed our boats from time to time, but his attention to detail and the ability to reveal the essence of a boat's soul sets his photographs apart from the rest. Rather than yachts crashing through the waves, Benjamin prefers the quietness of early mornings using the misty, eerie light of the sunrise to exhibit the delicacy of wooden boats. A brief perusal of his book will persuade any boat enthusiast to want a wooden vessel.

Annual General Meeting

Our AGM is scheduled again in November with all positions open for nomination. Please consider standing for a position on the Committee. Usually we only get sufficient nominations to fill the vacancies and even then the Committee has generally 'persuaded' someone to accept being nominated. Throughout the year there are a number of short term tasks that can be taken on to alleviate the load. Take on a committee role for just twelve months and support the Association, (Yes, I know. *Commit, obligate, require, do, perform*; but until you try it you won't realize the benefits and satisfaction). Remember the meeting with all our past presidents. All of them indicated that they enjoyed the role although taking it on with some trepidation.

Hal Harpur Award Nominations

At time of publication the Association has received 4 nominations for the HAL HARPUR award. Nominations closed on the 30th September.

From the Editor (new)



Jeff Clout

As you can see from the heading I have my L plates on.

I have enjoyed reading Lars Frostell's publications since I joined the WBA of NSW . I have some really big shoes to fill as they say. Lars I now know what it takes to put this newsletter together, congratulations and well done.

CHANGES

The biggest change with Scuttlebutt is that I use windows and Microsoft Publisher whereas Lars used Apple Mac. (If that sentence does not make sense, ask your kids). The layout will look a bit different, but

everything will be there. They say change is good, but I am not silly enough to change something that is this good, as my old apprentice master said, "if it aint broke don't touch it" or words to that effect. That is not to say I do not have any new ideas, My philosophy is, that our association is all about the building, restoring and preservation and finally the enjoyment of wooden boats. I'll be looking to include articles on the technology of building boats, new tools and timbers, the list is endless. I will be seeking you out to share your project. You dear reader have

been there and done that, I will be happy to hear your story and pass on to others the pros and cons of building and restoring boats. So with your help Scuttlebutt will continue to grow.



President Chris presents a letter of appreciation and a book in gratitude to Lars Frostell at the Sept meeting.

Annual Elections

As you can see the proxy and nomination forms are enclosed.

The committee is always looking for new members, there are interesting projects to get involved with. The Timber and woodworking show, the raft ups, Sydney Harbour festival, just to name a few, Since I have joined the committee I have come to appreciate what these members do to keep the association running as well as it does.

Think about it

Jeff Clout

<p>Wooden Boat Association of NSW, Inc Appointment of proxy Rule 33(2)</p>	<p>Wooden Boat Association of NSW Inc 2008 Nomination for office bearers and ordinary committee members</p>
<p>I, <small>full name</small></p>	<p>For election at the Annual General Meeting on Tuesday 11 November 2008</p>
<p>of <small>address</small></p>	<p>I, (print).....</p>
<p>being a member of Wooden Boat Association of NSW (Inc) hereby appoint</p>	<p>Signature.....</p>
<p>..... <small>full name of proxy</small></p>	<p>AND</p>
<p>of <small>address</small></p>	<p>I, (print).....</p>
<p>being a member of that incorporated association, as my proxy to vote for me on my behalf at the annual general meeting of the association to be held on the eleventh day of November 2008 and at any adjournment of that meeting.</p>	<p>Signature.....</p>
<p>My proxy is authorised to vote as the proxy sees fit/in favour of/against (<i>delete as appropriate</i>) the following resolution(s):</p>	<p>NOMINATE (print) </p>
<p>..... </p>	<p>for the position of (print).....</p>
<p>..... </p>	<p>I, (print).....</p>
<p>..... </p>	<p>accept the nomination</p>
<p>..... <small>(signature of member appointing proxy)</small> <small>(date)</small></p>	<p>Signature.....</p>

Pittwater News and Views *By Robert Tullett*

Spring is in the air, it's wonderful to feel some heat, nature is bursting forth, the Wattle is a blaze of colour and our feathered friends have the urge to set up home and start a family. A pair of Kookaburras has chosen the hole in a tree right outside our window as

their piece of real estate; I am delighted with their choice. However a couple of Swallows (I think that's what they are, little black fellows) have chosen to set up house in the folds of my mainsail, plus they build with mud which does not do a lot for a white sail, luckily I caught them

in the early stages of construction when they only had the foundations down. Its very flattering that they should choose my old boat, but I have told them in language that I feel certain they understand that they are not welcome, and in my view they would be far

more comfortable on the fiberglass boat next door, perhaps they would like to invite their Seagull relatives and the Ducks to join them.

I know Barbara "they have to live somewhere" and that Hanse boat is ideal for them.

Upcoming Social Events



The Tea Dance at Bantry Bay

on Saturday 8th November is well and truly up and running and will be a very enjoyable occasion, all that's needed is for you to attend, and that has been made very easy with two members providing ferry transport. The programme is that dancing will commence at 1500 and afternoon tea will be available from that time, if you would like to contribute a little something it will be

appreciated. At 1800 a BBQ (kindly provided by the "Brotherhood of the Coast" will be available for you to cook your BYO dinner. The time of ferry transport back to your cars is by arrangement with the boat owners, talk to them.

Don Roberts "442" will pick up at Mosman Rowing Club Boat House at the Southern end of Spit Reserve, The Spit, there is a pontoon, and boarding will be very easy. The boat will depart at 1430, there is heaps of

parking. Any queries ring Peter Gossell 95432408, he will be the Coxswain.

The second ferry is Rod Gault's "skylark" which will leave from the boat ramp in Gargle National Park below the Roseville Bridge, also at 1430. If you would like to take advantage of Rods most generous offer ring him 47396558 or 0414396555.

Tea Dancing was a fad of the 1920's and a little number from that era would not be out of place (Kate still has a wardrobe

full of the stuff). Barbara tells me feathers and a Boa arrangement would have been the go plus a headband. As for the gentlemen my thinking is Gatsby, or perhaps a cheeky bow tie, let your imagination run wild.

Bob and Barbara Tullett

The Wooden Boat Festival at R.M.Y.C.

Newport will be on 1st and 2nd November, if you haven't registered ring the club 99975511, be quick, space is very limited.

From The Archives

Submitted by Mark Pearce



This may be the oldest Archives photo yet submitted: it's thought to be from the 1860's, which is remarkable considering the early European photographers were only just starting to take photos of daily life in the 1840's. The accompanying text says that she's a pilot boat, used until the introduction of a steam pilot boat in 1875. The strong and beautiful hull lines caught my eye, with the nordic style shearline & canoe stern, I suppose for dealing with the large chop & swell around the Heads. The few constructional details that are visible indicate strength rather than light construction - the gunwales & thwart supports for instance are quite thick. She would have made a wonderful sight.

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

Do you know this boat?



Ross Thirmyn has just purchased this renovators special. He found it at Lower Portland in the Hawkesbury district and has requested any information from members who may know the history of this boat.

Ross can be contacted on 0418468033

Notes from the last meeting

Guest speaker Rob Macauley gave a very informative talk on the raising of HMAS Sydney of the Western Australian coast. He took us through the story of how the Sydney was found. He also played portions of a DVD about the project. The DVD is available from the ABC shops

The Search Begins

I have always wanted to build a boat, we have all had that thought but the next question is the biggy, what do you want to build. It's alright to have big dreams but the practicalities of life dictate what I can and cannot do. It's nice to have the big dream of building the ideal vessel but answering the big questions which are:-

Where do I build

How much will it all cost

Can I hide this from she who must be obeyed.

I've answered those three now the other big question is what do I build. This is now where I launch my appeal to you dear reader. I need your assistance. Does anyone know of a design for a 16-18ft 1/2 cabin or cuddy cabin cruiser type (sorry sail lovers), outboard mounted for more floor area, probably stitch and glue, remember the KISS principle has to

apply. Plus the costs of building a boat is a big factor (one still has to occasionally buy food and pay the mortgage).

It has been a long time between boats so if you know of anything let me know. It's my plan to document and write about its construction in Scuttlebutt. It will be a project boat of sorts.

Jeff Clout

woodscrews@bigpond.com

Toccata A members Project *by Michael Burke*

Toccata was my retirement project. I had over the years rebuilt and repaired several wooden boats. My first, in 1960, being a 27ft Admiralty whaler. My affection for boats with two masts started with this boat.

When I decided to design and build my own boat, which would be my last, it had to be double ended and have two masts.

She is a 21ft gaff ketch, shoal draft, with twin boards housed in the bunk sides. From the start of designing to completion was 6 years.

She was built at Saratoga in my

front garden in what started as a plastic tent and ended as a ramshackle structure that my neighbours referred to as my third world garage.

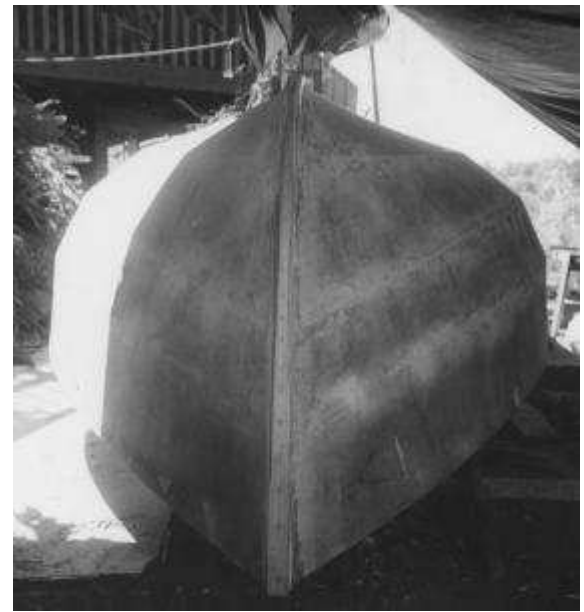
Needless to say, as it was built the design evolved. The design of deck, cabin and the cockpit happened after the hull was completed.

Originally the boat was built with a centreboard casing housed in the keel. After turning it over and seeing the lack of legroom in the proposed cabin I built the twin boards into the bunk edges. It was only when I felt this was a success did I remove the

centreboard case. This was the only major change from the initial concept.

The finished boat sails well and to my eye, beauty being in the eye of etc, she looks well.

Does anyone want a 5ft composite steel, timber epoxy centreboard.



This is the first in a series of articles promoting members projects. To showcase your project send an email or see me at the meetings or post it in by snail mail. Jeff

How to Obtain a Boat License *by Jeff Clout*

I have always wanted to get my boat licence, so finally I bit the bullet and started looking around and gathering the info needed. I found out that I had to do a compulsory boating safety course before I could do the licence test.

One night after a WBA meeting I was coming down the stairs and I saw a sign on the clubs notice board for the NSW Boating College which ran these courses. I registered on line and did the payment as well, very painless.

They sent me the boating handbook to read prior to doing the 1 day course. Make sure you read and understand it as it makes the day a lot easier.

On the day there were 12 of us and Jeff the trainer. Don't panic if you have not been to school for a while or in my case a very long while. The instructor was very good and structured the course to suit everyone's needs.

At the end of the day you do the 2 tests, don't panic, if you have paid attention it is not hard.. If successful you get a certificate and you present this and your application plus proof of identity to NSW Maritime, pay your money and your boat licence will be posted to you within 2 weeks.

I went to the head office at Roselle Bay at the end of Victoria Rd. Once you have done the business, take a moment to stroll past the very big boats parked there, you do wonder what the poor people are doing.

Listed below are the extracts from NSW Maritimes web site

Anyone wishing to obtain a boat licence must first undertake compulsory boating education either by studying an online Boating Safety Course, viewing a DVD/video Boating Safety Course or attending a Boating Safety Course conducted by NSW Maritime or an accredited agency. A nominal fee will apply.

A Boating Safety Course completion certificate is then to be presented to the boat licence test examiner within 12 months of the certificate date prior to attempting the licence test. A licence test fee is payable for each attempt at the licence test.

Approved licence testers are: NSW Maritime, Royal Volunteer Coastal Patrol (RVCP), the Australian Volunteer Coast Guard Association (AVCGA), Volunteer Rescue Association (VRA), all

Roads and Traffic Authority (RTA) Motor Registries and Government Access Centres (GACs).

A list of participating offices/centres is available on NSW Maritime's website or by contacting Info Line on 13 12 56. The compulsory boating course and licence test do not apply if a person obtains a certificate of successful completion of an accredited boating course.

NSW Maritime accepts some courses from certain organisations as satisfying the licence test requirements. These organisations conduct courses which not only teach you the requirements for a general licence but often include practical training in boat driving. They include the NSW Maritime licence test in their assessment process and issue a course completion certificate. To apply for a NSW general licence you must present the course completion certificate within 12 months at a NSW Maritime office and complete the application process.

Approved courses are

available from:

[ABC Licence Training Pty Ltd.](#)

[Defence Maritime Services](#)

[Maritime and Safety Training](#)

[NSW Boating College](#)

[Boating Licence Course](#)

[Yachting Australia](#)

National Powerboat Training Scheme

National Yacht Cruising Scheme

National Motor Cruising Scheme

Contact Yachting Australia or affiliated clubs

[State Emergency Service](#) – flood rescue boat operators qualification

[Surf Life Saving NSW](#) – inflatable rescue boat drivers certificates and rescue watercraft (RWC) licence.

Government Access Centres and all Roads and Traffic Authority Motor Registries also conduct NSW Maritime boat licence tests. It will however be necessary for you to finalise your application at a NSW Maritime office.

The web link is on our web site <http://wbansw.org.au>

wbansw.org.au

Welcome to the new official home of the Wooden Boats Association of NSW. That's the opening lines of our web site wbansw.org.au. Starting from this edition no matter where you

Scuttlebutt is on the web

are in the world if you can connect to the internet, you can download an electronic version of **Scuttlebutt**. Now there is no excuse not to keep up with the news from the

Association. All you need to do is type **wbansw.org.au** and look at the bottom of the page and then click on Scuttlebutt ezine and it will download to your PC or laptop

For Sale

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



DUYFKEN

29'3" cold moulded cutter, King William Pine on Celery Top, built 1981. Lots of gear and sails. A delight to see and sail. Well maintained and in good order. Must sell, \$50,000. Jan de Voogd 02 9957 1852



The boat is a Payne design "Yellowtail" skiff that has been strip planked using 10mm western red cedar and Boatcote epoxy. The gunnels and decks are mahogany and the stern is marine ply. The boat hull is complete up to the stage of mounting the motor. Other items such as the rudder and rudder arm are also finished and they are also mahogany with beech strip inlay.

The motor is a twin cylinder "Penguin", similar to the Blaxland twin in design. It has been fitted with an electric starting motor which also acts as an alternator when the motor is running. Mechanically the motor is A1 but needs a coat of paint. I also have other miscellaneous bits and pieces including the clutch, prop shaft and prop.

As far as money goes I would be looking to recover the material cost, especially the motor - possibly \$4,000.

Should you have any queries please contact me on 0414 207 706 or at prandell@optushome.com.au

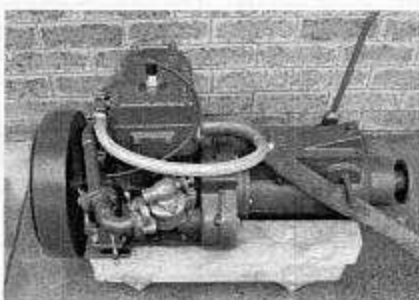


a wooden putt-putt 1950 Fisher "Belle" fully restored by Wal McCadames. The boat is in perfect condition and I wish to sell it The boat is 3.95m in length, with a 3.5 Blaxland pull start engine. It is on a registered trailer. Price \$7500 Contact Jeff Rogers on 0418223679



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CLAE F6

2 stroke marine engine. New cylinder head, pistonrings and bearing. excellent magneto, gearbox. \$860. John Wagemans 4369 7687

WBA merchandise

Polo shirts	\$25.00	Australian Wooden Boat Book (incl postage)	\$15.00
WBA burgee, small	\$20.00	Rugby shirts, by order	\$45.00
WBA burgee, large	\$25.00	Business shirts, by order	\$40.00
Caps	\$12.00	Jackets, by order	\$75.00
Enamelled badges	\$10.00		
Cloth badges, iron on	\$5.00		

See Dick Branson at the meeting or give him a call on 9520 7557

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

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