



Meets at the Gladesville Bowling and Sports Club, the 2nd Tuesday of every month

Inside this issue

Presidents message	2
Year 12	2
The Festival	2
Clarence River News	3
Weird Encounters	3
From the Archives	3
Davistown Regatta	4
Broken Bay	5
A Dam good find	6
Bob Kirks follow up	6
Buy Swap & Sell	7
The Stern	8

Next Meeting
12th Oct

Guest speaker not yet confirmed

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Year 12 Major Work *Greg Kerba*

A wise man once said "boat building isn't a passion, it's a disease." I was infected with this 'disease' at the start of this, my HSC year. One of my subjects was Industrial Technology Timber in which I chose to build a 15foot canoe for the major work component. Why a canoe? Well, at the start of last year my father bought a 16foot fibreglass Canadian canoe in which we have been making regular fishing trips. Every time we take it out (usually sunrise) it's a serene moment. The water looking like glass and sun shining through the early morning mist creates an amazing feeling. This inspired me to build a wooden canoe in which others can appreciate this same feeling. The wooden canoe can be the 'luxury' cruiser while the other fibreglass canoe can be the fishing canoe. With that in mind, I bought plans (Hiawatha Style) from Bear Mountain Boats and commenced building!



I unfortunately wasn't allowed to fibreglass the canoe at school, so my father and I transported the canoe home, set up a 'Lab' using a Marquee with heaters in it to adjust temperatures when needed. Neither my father nor I had ever used fibreglass before, so fibre glassing a canoe was sure going to be a challenge. Hours and hours of research had gone into knowing this process of by heart, with every pro's and con's about it. Also some friendly advice from fellow boat builders helped to boost my confidence and before we knew it, the outside hull was fibreglasses. With this experience under our belt, we continued and fibreglasses the inside. The process turned out to be a lot easier than expected!

Installing the trim was an extremely satisfying stage as the completion of the canoe was within reach. The final weight of the canoe was an amazing 21kg!

Roughly 135 days and over 350hours were put into building the canoe. I would do it all again without second thoughts. The finished product truly amazed and satisfied me. Everything went according to plan, some faster than expected and some slower than expected, but most of all, without any major issues. The most thrilling and pleasing part was seeing the canoe floating ever so graciously and gently. It was at this time which the project could be classified a complete success. It's only that now, I would love to introduce many people to this serene experience which can be captured in a handcrafted, elegant and extremely aesthetically pleasing wooden canoe. **More photos inside**



I chose to build it using Western Red Cedar for the hull, Queensland Silver Ash and Sydney Blue Gum for the trim. Building the canoe at school was challenging as I decided not to use any staples or nails, only glue. I had limited time during class to work on it and I also had to meet a deadline in which it was to be completed and then marked. I found myself working on the canoe before school started, during recess, during lunch, during my Timber lesson, even during study periods and after school! I lived in the woodwork rooms.

Greg is very proud of this project, in fact he is thinking of a career in the boating industry, I think he would be an asset to any company. Interested? Call him on 0406 965 127

Presidents Message *Chris Goddard*

The Classic & Wooden Boat Festival is only a couple of weeks away. This time the WBA will have a marquee on the hard in order to demonstrate small boat building. We will operate the stand with Karin Karr & Steve Campbell of Capeboatworks who will be demonstrating the stitch and glue method of construction while the WBA will display steaming timber and roving, similar to what we have been doing at the Working with Wood Shows.

On the Saturday evening, the ANMM will provide an outdoor movie for Festival participants featuring the 1947 movie, *Sinbad the Sailor*.

The WBA have also entered a team for the Quick & Dirty Boat Building contest. This will be a two day event, the Saturday will be for the building, the Sunday for proving that the vessel floats.

Also on the Sunday, there will be a Fashions Afloat. I expect that a couple of our female members could participate and do very well in this event.

At the last meeting, I modelled our new vests or sleeveless jackets. Apart from the disparaging comments of the model, the vests were well accepted, they are well made, warm with ample pockets inside and out and the WBA logo on front. A bargain at \$48.00. Also, our stocks of the WBA burgees has been replenished. Don't get caught out at the Festival without a burgee.

I have been attempting to smarten up my boat for the festival. There has been some criticism of late about the fact that only the starboard topsides of my boat were re-painted while the port side has remained less than ordinary. Hopefully, in the next two weeks I will get the opportunity to address this issue together with some action on the brightwork. Looking forward to seeing you at the Festival – remember, the Heritage pontoon for all the WBA vessels.

Year 12 Major Work *Greg Kerba (Cont)*



Classic & Wooden Boat Festival 16 - 17 October

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

- Hundreds of magnificent visiting vessels at the wharves
- Gleaming classic speedsters, dories, dinghies, skiffs and canoes
- Traditional maritime crafts and demonstrations by skilled craftsmen
- Heritage boat rides
- Giant model display
- Working marine engine display
- The famous, hotly contested Deckhand Line-throwing contest
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Clarence River News and Views *Jeff Clout*

No I haven't kicked Bobs column out, Bob Tullett is recovering after an operation, not sure of the full story but the operation was brought forward and went well. Hope everything is going well for him. He will be an apology for the Festival. It is the long weekend here on the banks of the mighty Clarence river I was all geared up for a festival of high octane water ski racing as the annual bridge to bridge is or was supposed to be on. Typically the October long weekend has a reputation of raining and it bucketed down on Sunday Morning and the event was cancelled. Saturdays events happened and the noise and the speed of the ski boats was a sight and sound delight. There is nothing more primeval that a huge V8 engine under full turbo boost throttle going flat out , you can hear the \$50.00 notes getting burned as fuel real fast, Love it. Planning is well under way for the Jacaranda Festival at the end of October, the local wooden boat fraternity in conjunction with the Wooden Boats Association of QLD are running a festival on the first weekend in November and I wished them success and told them that unfortunately the event clashes with RMYC Newport. As it happens I am in Sydney next week so hope to see you at the meeting and the festival



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Social Occasions

October 16th 17th Wooden Boat Festival at the Maritime Museum. **October 31st** Balmain Regatta. **October 24th** Davistown Regatta. **November 6th 7th** RMYC Newport Wooden boat festival.

Weird encounters on Pittwater *Lars Frostell*

Our esteemed member, Robert Tullett, has through the years reported in Scuttlebutt strange encounters with species of the animal kingdom. Bob being bitten by a duck while stretching his contorted arm down into the depth of Faerie's bilges is one incidence that stayed in our minds; another time he and Barbara encountered an enormous school of fish, and once Bob came across a green tree snake on board. Just get out there, I remember him writing, and the most wonderful experiences of nature will unfold before your eyes?.

Well, where was Robert last week Four days in recovery from his second knee operation, I am afraid, and understandably away from the water. Here is what he missed. Helen and I came steaming up Pittwater after two nights away. The water was flat and calm after a heavy rain squall on Broken Bay. Off Soldiers Point we suddenly spied a strange shape floating in the water 30m to port. An unusual tree root, I thought, while Helen thought it might be a seal. Lo and behold, after returning home we found the local paper, the Manly Daily, with a big picture of my tree root. A baby seal it was.

Bob, get well soon the next wonderful nature experience is waiting



The Manly Daily, Friday 1 October 2010

From the Archives, *Mark Pearce*

This image comes from an album (held by the ANMM) of the Prince Alfred Yacht Club, showing their 1895 regatta. The view is north east up the harbour with Garden Island on the right, & the angle clearly shows the power of a gaff mainsail on a broad reach. Some comments from the time on open boats are:

"The main idea is to crowd as much sail on to the boat and as many men into her as wood and canvas allow. The type is the same in the eight-footer and the twenty-four: broad, powerful, shallow, with colossal sail and centreboard." C MacLauren and WL Hunt, 'The Yachtsman's Guide to Sydney Harbour and its Neighbourhood', The Australian Yachtsman and Canoeist, 19 December 1896. And an alternate view, which gives something of an insight into the stratification of sailing between skiffs & yachts: "Nothing can be more ridiculous in my mind than our open boats here, with their enormous sails and unseaworthy qualities; they are always on the brink of capsize, and their owners seem to measure their sport by the nearness with which they can go to the inside of a shark." The Australian Yachtsman and Canoeist, 19 April 1898



Davistown Putt Putt Regatta & Wooden Boat Festival Inc. Postal Address: 1 McCauley Street, Davistown NSW 2251

Telephone Enquiries: (02) 4369 8111 Website: www.davistownputtputt.com email: info@davistownputtputt.com

Ahoy There All Skippers and Supporters! Davistown Putt Putt Regatta & Wooden Boat Festival

SUNDAY 24th October, 2010.

The 2010 Event will commence with a Social "Putt-About" for Skippers and their Crews on Saturday 23rd October, 2010. Cast off on the Saturday will be at 11.00am from Central Wharf followed by the traditional "get together" for Skippers and their Crews i.e. BBQ in the marquee adjacent to Central Wharf Carpark from 5pm. BYO Refreshments – BBQ Cost: Gold Coin Donation.

Skippers and Crews - Please indicate your attendance at the Saturday Social "Putt-About" and BBQ via the entry form. Entry forms and fees must be received by 1st October, 2010.

A list of Activities/categories for Sunday 24th October, 2010 has been included on the attached Entry Form. A Vessel Provenance sheet has also been attached, if this information is known, please fill out for display on your vessel on the day. These details will also assist with the judging of each vessel.

NB: Additional Entry Forms can be downloaded from Website: www.davistownputtputt.com

To assist Skippers with mooring positions on the foreshore on the day, boat numbers will coincide with mooring positions and will be allocated prior to the Event for judging, safety and the convenience of all Skippers. A map will be forwarded to on-time entrants following the closing date – 1st October, 2010.

PROGRAMME - SUNDAY 24th October, 2010.

7.00am-9.15am Registration/Welcome

All Skippers must register between 7.00am – 9.15am at the Registration Tent located adjacent to Central Wharf. Early registrations can be made following the Saturday cruise. Ensure that you receive:-

1 Numbered Flag

(must be returned to the Registration Tent at the Regatta's conclusion prior to Presentation on Main Stage at 1pm to ensure inclusion in the Skipper's Raffle – sponsored by Ray Smith Transport)

2 Complimentary Souvenir Cap

3 Complimentary Souvenir Sunglasses

9.15am Skipper's Briefing All Skippers must attend the Skipper's Briefing at the Regatta Registration Tent located adjacent Central Wharf at 9.15am.

8.30am-10.00am Boat Judging Judging will commence on the foreshore between 8.30am-10.00am.

9.45am-10.00am Judging – Novelty and Best Dressed Judging of best dressed crew and novelty boats will be carried out when the boats are paraded close to shore prior to commencement of the Regatta. Final arrangements will be made at the Skipper's Brief.

10.15am - Petrol Putt Putt Challenge

10.35am - Diesel Entry to the Challenge is open to Putt Putt, Petrol or Diesel Motors. Entries limited to a maximum boat length of 18'6". Minimum crew is 2, including the Skipper. The starting line and course will be confirmed on the day.

All boats must start and finish behind the lead vessel (details to be provided at Skipper's Brief). The finish line is between the western most pylon of Central Wharf, Davistown and the ridge of "Myler's Oyster Shed", Empire Bay. Challenge boats are expected to return at approximately 11.00am.

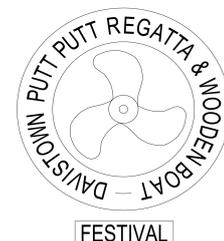
11.15am-12.30pm Putt Putt Regatta Parade Please assemble east of the twin pines at 11.15am behind the lead vessel (NSW Maritime). All boats, when leaving Davistown, must stay behind the NSW Maritime vessel. Starting and course details will be covered at the Skipper's Briefing.

Safety Regatta vessels must have all NSW Maritime safety equipment and must display our numbered flag for insurance purposes. Any boats requiring assistance - please raise your flag to attract assistance from official following vessels (details will be provided at Skipper's Brief). Look Out! There be rocks about! Len Hewitt and Geoff Furniss – our resident "Rockhoppers" will have marked the areas of foreshore which contain historic ballast to be avoided on return – to your mooring spot on the Davistown Foreshore. Take care in mooring and co-operate with other Entrants and Boat Owners using the dedicated space efficiently and safely to minimise any damage to craft. **Finish** All boats will finish on the foreshore at Davistown between Sandy Point and Davis Avenue. Fuel/Water Fuel and refreshments for 2 hours running is recommended.

1.00pm Trophy Presentation on the Main Stage.

RETURN FLAGS IMMEDIATELY FOLLOWING THE REGATTA PARADE TO THE REGISTRATION TENT PRIOR TO THE TROPHY PRESENTATION AT 1pm TO ENSURE YOUR ENTRY IN THE "SKIPPERS RAFFLE" SPONSORED BY RAY SMITH TRANSPORT

Have a safe and enjoyable day! Darren Isaacs 2010 Co-Ordinator



The 10th Anniversary Broken Bay Timber Boat Festival

The Royal Motor Yacht Club Broken Bay will again be holding the very popular Timber Boat Festival on **Saturday 6 and Sunday 7 November 2010** at its 46 Prince Alfred Parade, Newport, marina. So what is it about this event that attracts over a thousand boat lovers and would be mariners of all persuasions every year



Have a look around any marina and you'll see rows and rows of white GRP (Glass Reinforced Plastic) yachts and cruisers with blue stripes along the sides. Ok, so their owners love 'em but at the Timber Boat Festival no two boats are the same. There are sloops, ketches, yawls, schooners, motor cruisers large and small and some classics from Herreschoff, Halvorsen, Chris Craft, Milcraft and Riva. This year there will be about 65 boats. Some resourceful boat lovers have converted commercial trawlers into homes away from home. Others have built their boats themselves. Some are new and some old – the oldest is a sloop built in 1895 and still sailing.

One thing is for sure, whichever boats appeal to you, their owners will invite you on board and make you very welcome. Perhaps you have thought about buying,

building or renovating a boat yourself. What better opportunity can you get to talk with experienced boat owners and gain the benefit of their passion and their considerable, collective boating skills and knowledge. And, there are no vested interests. Nobody is going to try to sell you anything.

So much of the craftsmanship is just inspirational. You will see fine examples of carved handrails, trail boards and nameplates. Many boats are immaculately painted and varnished with beautifully oiled planked decks. Some display finely decorated and upholstered cabins while others are kind of homey and comfortable just the way their owners like them. Most are an ongoing work in progress. One boat even has a traditional jazz band on board and they're pretty good too.

Weather conditions permitting you can take a trip around the moorings on an open steam boat. There are a number of static displays including an exhibition of model ships, some of which are over two metres in length displayed by the Maritime Model Boat Club of NSW and a mini travel show by Jetset Barrenjoey Travel. Once again, if the weather is kind to us there will be some on-water demonstrations between 1200 hours and 1300 hours each day.

Looking at all of these boats can make you hungry and thirsty. Well the Royal Motor Yacht Club has an excellent bar and bistro where you can get a decent feed for not that much and they make



the kids welcome too.

There's something very special about being around timber boats. I guess an anonymous traditional boat builder from Chesapeake Bay summed it up when he said, "If the Lord had intended men to build plastic boats He would have created plastic trees."

Entry to the Timber Boat Festival is \$5.00 for adults with children under 16 free and the show is open between 10am and 4pm on both days.

The Royal Motor Yacht Club would like to thank our sponsors for their generous support in our 10th anniversary year - Westpac Banking Corporation; The Manly Daily; Horseshoe Cove Marine; Oakstand Developments; Andrew Moore Marine and Zilzie Wines



For Sale

The boat is a 19ft Timber Clinker with a Yanmar Diesel which has been well looked after. The boat has a new propeller shaft/coupling new dual battery set up and other assorted items. I have it listed in boat point for \$10,900 including all the safety gear. Chris Trayes 02 8741 4500 / Fax: 02 9743 2900

chris.trayes@rehau.com



A "DAM" Good Find *Eric Simes*

Vintage cars buffs refer to Barn finds where they miraculously discover a vintage treasure that has not been used since Adam was a young teenager.

We boating people should expect at some time in our lives a similar experience, though perhaps not in a barn or in this country a shed.

Last December (prior to this year's rains) I was cutting out Scotch thistles from around and on the island in my dam when I saw what appeared to be two clinker planks sticking out of the water. Now this was unusual as I knew of no clinker boats in the vicinity. The dam at this time was the lowest that it had been for many years and I could actually drive my tractor across onto the island. The reason for me cutting out the thistles is simple, they are nasty and I had run out of boat projects.

So the first thing was to find out more. I hauled my new King Billy pine 2 metre dinghy out of the shed some 350 metres away and launched into 1 foot water and twice that of goo. The muck at the bottom of old dams is a very soft primeval ooze, and nearly cost me a gum boot on launching.

Sculling to the "find" I figured that it was about 14ft., was on its side and partially full of mud. Not only that but it was surrounded by old tree trunks that also had not seen the light of day for many years and the dam was the known habitat of a very large red bellied black



snake who I believed dined on duck eggs and other would be intruders into his domain.

I could not commence salvage work until I had removed at least some of the trees so I endeavoured to snig them out with the tractor. Unfortunately my chain was too short and the 50 hp 4 wheel drive tractor did not have the grunt to overcome the suction of the mud.

Next plan was to contact a friend with a Bobcat with crane attached.

With the crane in place and the plan to leave the logs and lift the boat over them we started with a sling under the bow. At this point with a little elevation I could see that the boat was probably 2/3rds full of mud. It was clear that as we lifted I would have to remove the mud by hand as being in the dinghy again I could not easily swing a shovel. The mud had a fine consistency of Cadbury's melting chocolate, smelt like the bottom of any self respecting dam should and stained everything it touched black.

As the crane lifted and I removed mud the boat revealed itself to be 14ft pulling boat with 3 thwarts with an almost wine glass transom. Finally with two slings under her and the sloppier mud disappearing out a fair size hole in the port side bilge we landed our catch on the bank where I finished scraping out the last of the mud, at which point I found that a tortoise inhabited the wreck. He was placed back in the dam and our treasure was carefully lifted up to the house for a good hosing down to remove the mud from all the nooks and crannies of a clinker boat.

Having got this far an assessment revealed that restoration was not likely to happen as most planks and all ribs were split and broken, some planks had left the transom and there was the large hole to consider. There were also many butt blocks and other pieces of timber that had been fastened to facilitate previous requirements for flotation. Also the part that was in mud was far better preserved than the side only in water, but still too far gone.

I scraped various parts back and it would appear that the planking is Queensland maple and the transom and 2 rear thwarts appear to be Kauri or similar. The ribs, stringers and seat risers appear to be the same as the planks. Some of this I found a little surprising as I would have expected a South coast boat to have spotted gum at least for frames. The other odd thing is that with the exception of the transom knee and stem all other knees and even the breast hook are not grown. They appear to be straight cut Oregon and consequently have all split. Fastenings are copper roved and all planks except the top plank are full length.

So while I think that the timbers used

for planking and transom seem reasonable for a boat of this age the rest seems a bit ordinary. The layout of the planks appears to be done by an experienced builder but why put a 45 degree scarp and butt block in the top plank about 8 inches from the stem?

The decision now was what to do with "a dam find", photograph and put it back in the dam now that we have had more rain in February than all of 2009, or keep it under cover. My sheds are already full of boats, so there was only one option. That's right build another shed.

She had to be covered from the elements if not repaired, so now resides in her own shed as a garden display. It's not quite a shed but seems to keep out most of the weather. Now for the interesting bit. What is her name, where did she come from? I started by asking my neighbour who has been here for 30 years. His reply was what boat, I better come and have a look. He had not known of the boat. Dead end.

Now quite by chance my wife had been publishing letters in the local Historical Society journal written the son of the family who owned our property when he was serving on the Western front in WW1. In one letter he had asked about fishing in his father's boat. I should add at this point that we live on the shores of Coila Lake some 12kms south of Moruya and apparently the old family used such a boat for net fishing and apparently kept it in the dam to keep it tight. The dam is but 50 metres from the lake.

Now it could be a later boat and we have asked a living descendant of the family if they could help. He remembers that his Uncle Bob had such a boat. Uncle Bob was the younger brother of Fred who wrote the letter in WW1. So the old boat may, just may be the same one Fred mentions in dispatches and could be nigh on 100 years old. WOW

The old boat may not be worth a lot, doesn't float, is a bit worse for wear but I feel it is worth conserving .

PS Fred never returned from the Front.



Bob Kirks Model

You might be interested in an update on the Bob Kirk model yacht that was offered to interested parties in the July scuttlebutt. Early last month I arranged for my son (thank you Will) to collect the Bob Kirk model yacht from Blackheath in the Blue Mountains. I was very excited to finally have it on my workbench, and to see what a lovely piece of work it is. Almost 6' long and a substantial weight, It is not readily portable! My first task, I decided, was to measure the hull, create a table of offsets, and produce line drawings, which would help in tracing the design origins, and in designing an appropriate rig. The hull was set upside down on the bench with the waterline (assumed by reference to similar hull drawings in my library) parallel to the benchtop. Parallel to the hull centreline and a nominal distance from it (10" was suitable) I clamped a traightedge marked with the required station spacings. This is the datum line. I then fabricated the jig shown in the picture, the vertical marked with waterline planes, and the horizontal scale extendable to measure from the datum line to the hull surface. Starting from the bow, at each station the distance from the datum to the hull (the offset) is measured at each waterline plane (I chose to have waterlines 1" apart). These measurements are recorded as the table of offsets. from which the lines can be drawn. The results are shown. Those of you who have built boats from plans are familiar with all this, albeit in reverse. Next month I will show construction details and investigate rig possibilities. In the meantime, if any readers have thoughts on the design origins of the model, I'd love to hear from them. Tom Balfour tombalfour@bigpond.com Tel 48 616845

BUY SWAP AND SELL

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



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Jim Ramsay 9534 4744 or

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half cabin
runabout on



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Contact Peter Cole (02) 4473 9864 petercole53@gmail.com

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10-12 Simplex motor with fwd & rev.
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Contact Wendy Gettons 0295214504 or Keith Cole on 0295258504

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

WANTED. To swap my mooring on the beautiful Hawkesbury River for one in Sydney Harbour. I will require it for 3 months approx. My boat is 40ft in length and weighing 12 ton.

Contact Rick on 0411624679

For Sale Built and maintained to a very high standard **Magic** is a custom designed 28'



cutter. Well known festival and regatta yacht she is fitted out very comfortably and has the latest electronic equipment. Slipping in October she will come with fresh paint, new sails and covers. Asking price \$79900. Phone Brian Hunter 0417208830.

Wanted: Windlass, good condition, compact, hand operated, suitable for hauling in anchor cable. Cable link size: 49mm overall length x 34mm overall width x 10.5mm diametre. Contact Alan Stannard 0402 627 524

For Sale.

16'
Putt
Putt,



Chapman design, built in 2010, out of Huon Pine and spotted gum is now for sale. New Vire BVK engine, 6hp, NEW ,NOT reconditioned, with owners manual. New boat cover, life jackets, oars, some tools. \$11000. New trailer available,if needed, \$1450 Plenty more photos available. Ask and i will email them. John Wagemans, 02 43697687 email: braeng@ihug.com.au

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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

Polo Shirts	\$30.00	Australian Wooden Boat Book	
WBA burgee, small	\$20.00	(including postage)	\$15.00
WBA burgee, large	\$25.00	Rugby shirts, by order	\$45.00
Caps	\$12.00	Business shirts, by order	\$40.00
Enameled badges	\$10.00	Jackets, by order	\$75.00
Cloth badges, iron on	\$5.00	See Dick Branson at meetings or call him on 95207557	

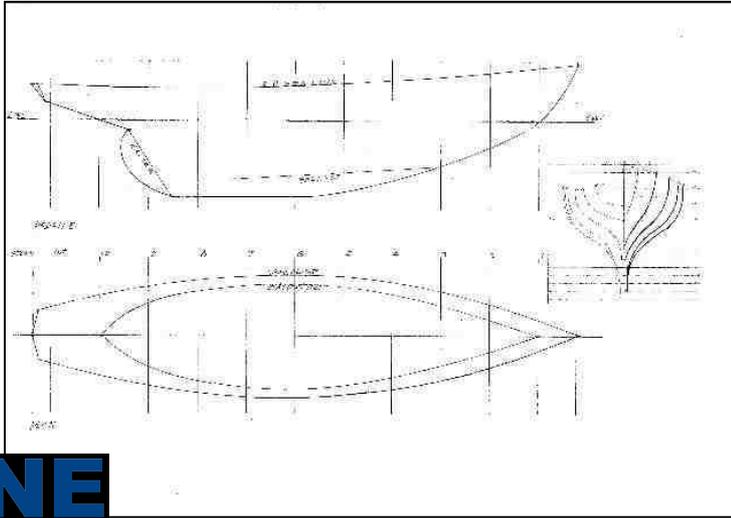
The Stern + Flotsam & Jetsam

Did you know, that membership fees are now due, forms are being posted now.

Did you know that the elections are coming up in November, We have to elect a new president as Chris has served his 3 years (as per our constitution). All positions are up for re-election so think about it.

Did you know that the WBANSW was formed 20 years ago just after the first ANMM festival which is coming very soon.

Inside this edition there is a story from Tom Balfour telling us how he is restoring Bob Kirks model, these photos help explain the process of taking her lines.



MARINE RESCUE
NEW SOUTH WALES

Marine Rescue NSW is proud to introduce

"CompassNet", a far-reaching advance in marine radio safety services. In addition to the proven lifesaving value of having Marine Rescue NSW know that you and your boat are out and due back at a specified time, "CompassNet" will also provide increased operational benefits as well as financial incentives. For example, family and friends to whom you have given your personal CompassNet call sign can keep up to date with your progress via the Internet. "CompassNet" membership is \$50 yearly (inc GST). Marine Rescue NSW recognises that even this low cost of less than \$2 a week may make some boaters think twice about joining. However, Marine Rescue is committed to ensuring that the membership incentives being offered can not only cover this amount but significantly exceed it. The new service has the potential to be either completely cost neutral for the member or it can provide cumulative financial advantages well in excess of the annual membership fee depending upon which benefits are taken up by the member. <http://www.compassnet.com.au/>

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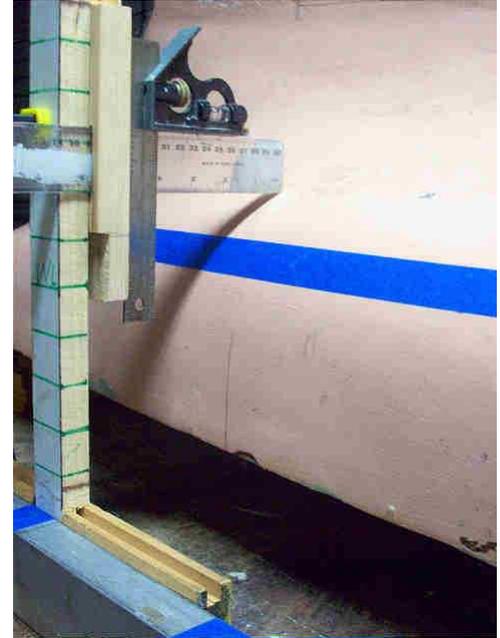
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