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## Next Meeting



Tuesday

9th December 2008

Xmas Celebrations

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## Wayfarer's Return to Sydney *Peter Smith*

Following the purchase of Wayfarer from the family of Peter Luke in March 2008 Gayle and I have been spending every weekend commuting to Port Stephens to carry out minor but essential maintenance work.

There was a bit of pleasure with an enjoyable sail from Soldiers Point to the entrance of Port Stephens on a perfect day. We also found a number of fantastic places to stay when the weather is dodgy or we had helpers with us. Come mid August and we felt we were ready to head to Sydney. As luck would have it the weather pattern changed to rain and southerly squalls for three weekends in a row.

I had been watching the 7 day forecast using Seabreeze.com.au and found them to be accurate.

The crew was found including a sailing friend from Mooloolaba, Peter Moore from Tanilba Bay, Rod Gault, Gayle and I. The plan was to depart Saturday lunch time sail straight through to Sydney. We considered stopping at Swansea and passed this as it would be a night arrival. Similarly the concept of a sleep over in Pittwater was



given a miss for two reasons. The track to Sydney would have us about 10 miles off Barrenjoey and by the time we arrived in Pittwater we would be close to Sydney. Also and importantly a review of the Pittwater social set indicated Bob and Barbara are tucked up in bed at our planned arrival time of 0230.

When a suitable weather window appeared we rounded up the team and met at Lemon Tree Passage marina. The guys there had been of great help and not so expensive. They seemed to be glad to see the end of us and offered us the work boat to take the loads of stuff out to Wayfarer on their swing mooring. Seriously they were great and we can recommend them.

While the final stowing was completed we headed off with a forecast of 12 – 15

knot NE with a 1 metre swell. Possible showers in the evening. With an almost perfect forecast for the trip we set all sail, Flying Jib, Inner Jib, Main and Mizzen as we passed through the entrance in the early afternoon. Very soon the log was registering 4.5 knots as we settled onto the course for Sydney. About 5 miles from Broughton Island the first crew came down with "mal de mere". Or is that an up?

Apart from the delivery of the boat we had another role which was to drop a sealed (empty) port bottle over the side containing a request from the previous owner, Peter Luke. The bottle went into the wake at sunset as we passed Newcastle 11 miles to the West with a suitable toast to seafarers past.

**Cont. on last page**

## President's Message

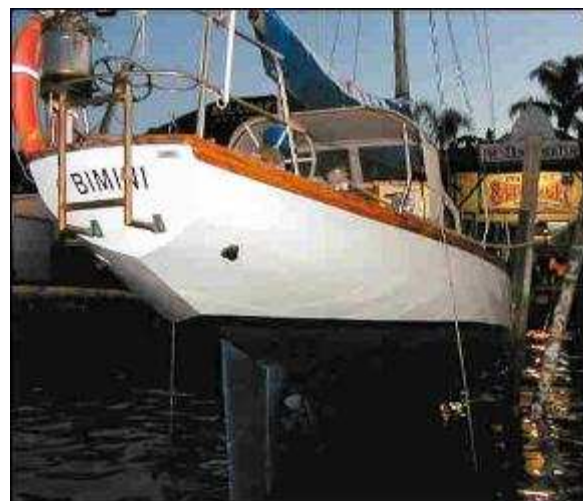
I have just spent two very long days painting the bottom of my boat and tending to a few other tasks that are better carried out while the boat is out of the water. I have also come down with an annoying cold; the first for a long time, consequently I'm feeling quite jaded and am not able to put my best effort into this month's message. Thoughts of a putt-putt or small trailable sail boat cross my mind with the inherent advantages of such. I'm sure the underwater area of my boat is increasing every year!

I have also changed the underwater colour. I have always used blue antifoul previously; probably because that was the colour the boat came with. Black is now the colour. The price was right and there was a suggestion by the salesman that the black colour resisted breakdown under ultraviolet light. I will wait to be convinced. The main additive of antifoul paint is cuprous oxide and is

considered to be the best antifouling pigment for performance and economy, but it has a strong red colour.

Paints containing it frequently turn green on immersion in sea water because of the formation of copper salts. In the past, attempts to produce black paints with a cuprous oxide base by the addition of sufficient carbon black to retain an acceptable colour after prolonged immersion can reduce the antifouling efficiency.

One particular area that I considered last time at haul out was the cockpit drains. On my boat, they are larger in diameter than all the other sea cocks and they tend to support marine growth, in particular mussels, to a much greater degree. I had read where one enterprising person wound copper wire into a spring shape and inserted them into his cockpit drains. I also tried this treatment on just one drain as an



experiment. Over the last 14 months, I couldn't determine any difference in the discharge capacity of the two drains. At this haul out, remnants of the wire was still present with a number of small mussels attached to it! Obviously, further research is required.

As the environmental agencies continue to impose restrictions on the makeup, application and removal of antifouling paints, we continue to seek a treatment at a sensible cost that will last for a reasonable period.

## Social Occasions *Bob and Barbara Tullett*

**The Tea Dance at Bantry Bay on Saturday 8<sup>th</sup> November,** just a last reminder that Don Roberts "442" will pick up dancers at Mosman Rowing Club Boat Shed, at the Southern end, Spit Reserve at 1430, ring Peter Gossell 9543208. Rod Gault's "Skylark" will leave from Garigle National Park below the Roseville Bridge also at 1430; contact number 47396558 or 0414396555, there is plenty of parking at both venues.

I hear a whisper that the grand old lady "Boomerang" will be attending, you really should be also.



In the not to distant future **Australia Day Regatta 26<sup>th</sup> January and the Cockle Bay Raft Up** during Sydney Harbour Week on 7<sup>th</sup>-8<sup>th</sup> March 2009, much more to be said on these events in the future.

## Christmas is Coming *(where did the year go)*

**December the 9th is our final meeting for 2008.** As in past years we like to celebrate the festive season with drinks and "nibblies" after the meeting. From President Chris and all the committee we invite you to come along and join us to celebrate what has been a very busy year.





## With the land NOW on our right *Chris dicker*

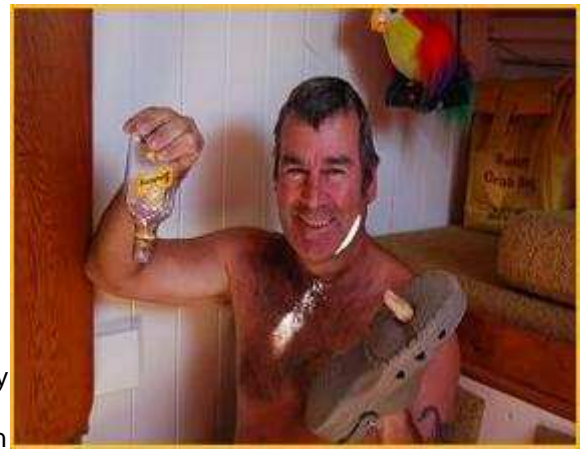
It is a lazy Sunday morning in early October, the frenzied mating of turtles seems all but over, the whales are going South and the SE trades are slowly dropping out. I cast the binoculars over the palm clad foreshore of the Brampton Island Resort near where we are anchored, the low cloud and impending showers giving it a forlorn, worn outlook but then, resorts do get a lot of wear.

It is strange that after six weeks amongst the Whitsunday Islands I have not put pen to paper. Perhaps the inspiration lies in the journey not the arrival. Suffice it to say that the Whitsunday's deserve the reputation of being a worthwhile destination. These volcanic islands are no less than magnificent both in their grandeur and diversity; the sailing has been fantastic with good reliable South-Easters most of the time. We made the Whitsunday Sailing Club in Pioneer Bay, Airlie Beach, our base where there is plenty of room to anchor with excellent holding. For \$ 3.20 a day we could use their showers and tie our dinghy up at the club pontoon. During our time in the Whitsundays we wore a furrow in the twenty odd miles across Whitsunday Passage, in a S'Easter we would be on a reach in either direction. On one outbound trip we had whales breaching seemingly all around us, the ever present turtles, dolphins, numerous colourful fish amongst the equally colourful coral, soaring eagles and other birds give a garden of Eden like impression teeming with life. At Island Head Creek all of that was a hundred and fifty miles behind us. With the promise of three days of N'Easterlies we had left the Whitsunday's. We got nothing like that. The winds we did get were light and variable, sometimes doing a full lap of the compass. We did short hops, Brampton, Scawfell,

Prudhoe, and Percy Islands where we spent four days waiting for a blow to go over, whilst anchored off South Percy one day the bows almost went under. We did a lot of walking, exploring more of the island, husking coconuts and savouring the milk and flesh. From there we had a reasonable sail down to the Duke Islands, which were not our destination, they were all we could manage in the stiff Easterly with sails reefed well down. There is much to be considered on this coast not least being the strong tidal flows. We encountered a ferocious and adverse current amongst the Dukes working our way to an anchorage. At one stage we were down to .2 of a knot with all sail and the engine. We sat out another blow there in a calm bay while other boats that had left Percy and beat (or motored) further out to anchor at Hexham Island rolled their gunnels under during the night. From the Dukes we made a 4:30 start but could simply make no way against the flooding tide. Captain Gilli suggested we anchor and wait for the ebb, which we did during which time the Easterly gained a tiny bit of North to it. We had a fine sail carrying the southerly current for the next five hours, trying to pinch up to windward to weather Cape Townshend but to no avail, we found ourselves in a witches cauldron of a tide race where the waves stood up vertically and in no defined direction. Supply Bay, just West of Cape Townshend would have been a welcome haven but the army was exercising in that area and we were warned off by two evil looking helicopters. We tacked out to sea and were dismayed to find we could only lay a course of 0 degree North. - I should mention that in this area they experience nine metre tides which I believe is the second highest in Australia. - All this time

"Westwind" was coping quite a pounding but doing a marvelous job. After an hour we swung onto a more southerly tack, the wind eased, the sun went down behind Townshend Island and we were treated to the elegant and majestic rising of Luna, full to the brim with the sun's departing rays. It is times like these when you bow your head, happy to be a small person on this beautiful planet. Rather than grope our way into Island Head Creek in the dark we dropped anchor in a shallow port of the sea, recommended only in very calm weather, which by this time it was. In the morning we stemmed the North flowing flood until around Island Head where we were swept into the creek. There was a strong wind warning issued and we spent three days swinging to fifty metres of chain, watching the trees up on the peaks doing a merry dance.

By now we had been out for two weeks, longer than we expected, we were running low on food and water. We caught five litres in a brief shower one morning, in the same shower we were dancing around on deck, making the most of it. Two days later, after counting our two carrots, two potatoes and one onion ... twice ... our Christmas came early, we were invited aboard a big motor cruiser for coffee and came away with bread, tins of beans, milk, potatoes and a mud crab caught and cooked two hours before. They also gave us twenty litres of water. Notice I called it a big motor cruiser not a stink boat! Just for the record, that fifty-foot gleaming tower of white plastic and chrome had only two generous souls on board;

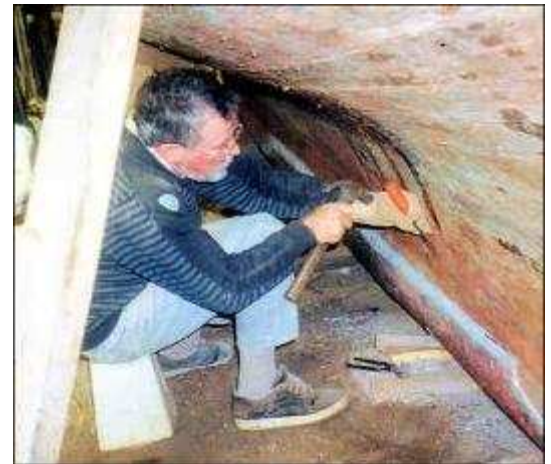


they had just made two hundred litres of fresh water. It had four fridges and a big deep freeze, two pop-up TVs, a steering station that was a cross between an aeroplane cockpit and a lounge room and a machine that went 'ding'. At cruising speed it uses 140 litres of fuel per hour, flat out it uses 200. Another couple also gave us twenty litres of water and a kilo of mackerel steaks then joined us for tea on board "Westwind". They brought the lobster. The brotherhood of the sea is far from dead, that salty liquid out there seems to have a curious bonding effect. There was a call over the radio two nights ago from a very tired voice, a single-hander was enquiring about an open anchorage as his motor had thrown a leg out of bed, he had not slept for two nights threading his way through the islands. He was literally swamped with offers of assistance, which ended in a forty-mile tow into North Keppel Island.

**October 22nd.** Now that was a memorable date. It was the day we did not have a headwind, in fact we had no wind at all. We are becoming quite distrustful of the forecast, which is a pity. A 10 to 15 knot NW is not no wind at all ... ahead of a 30 knot S'Wester is not a slight southerly puff at three in the morning. Whatever the wind may it be fair for you with a warm welcome at journey's end

## The adventures of Westwind continues

When some people learn you own a timber boat the reaction is that you must be a glutton for punishment or very well heeled. There is this perception abroad that ownership of a wooden vessel commits one to a lifetime of hard labour and drudgery, constantly fighting a battle with wee beasties that are intent on eating your planking from below, and the unrelenting weather that is causing rot and degradation above. To a degree this perception is correct. Others may choose any number of ways to spend their leisure time and money, cars, houses, gardens, horses, fast women even other men's wives, but what does it for me is boats constructed of wood. I have never regarded the time and effort I spend pottering with the boat as drudgery, in fact its thoroughly enjoyable, the pleasure I get when rowing home after a days varnishing and seeing her bright work sparkling is immeasurable, 'a thing of beauty is a joy forever'.



## Notes from Last Meeting

In no particular order:-

- Paul Smith is having his good days and not so good ones. Everyone sends their regards
- General discussion on the topic of swapping mooring. I'll get the link and put it on the web site if you are interested.
- Don't forget the November meeting is our AGM
- We have had updated legal advice re our disclaimer, it's printed on page 7.
- Our guest speaker could not make it and President Chris put together a great alternative in a panel discussion where we all broke up into teams to discuss a scenario. Good to see everyone get involved and meet new people.
- As always the "Ask someone who knows" segment was excellent, some great tips.
- Finally please don't tell anyone but Rose bay boat ramp is fantastic

## Hal Harpur Award Nominations

At the close of play we have received 5 nominations for the Hal Harpur award. A group of Judges has been put together and they will be doing their inspections in due course

The nominations are

- **Sarah Carter** nominated by Grant Holmes
- **Henning Therkildsen** nominated by Dick Branson
- **Ron and Mathew Balkwell** nominated by Ross Andrewartha
- **David Hardy** nominated by Chris Dicker
- **Dal Harpur** nominated by Guy Russell



## New Members

- Chris Magill of Narooma
- Stephen Pinn of Bayview
- Bruce McGowan of Ingleburn

### Web Site News

I have added some new links to weather sites plus Scuttlebutt is there. It is slowly growing [wbansw.org.au](http://wbansw.org.au)

## From The Editor

Well that's it, edition no 2 for me. Thanks to all that have contributed. You have noticed from the President and Bob Tullett owning a wooden vessel takes commitment, a willingness to do the hard tasks and an abiding love to potter around on their boats. There is nothing more satisfying at the end of the day to hike up the shorts (enough with the builders crack) Look at what you have done and not feel a sense of pride and achievement.

Next month is the start of the silly season and Christmas is upon us, where did this year go?. 2009 fast approaches.

Thanks to the emails I received about my plea for some advice re my boat project, I now have some really great suggestions to follow up. Although the email I got saying I was completely mad and should seek medical advice, we will see, stay tuned for updates. *Jeff Clout*

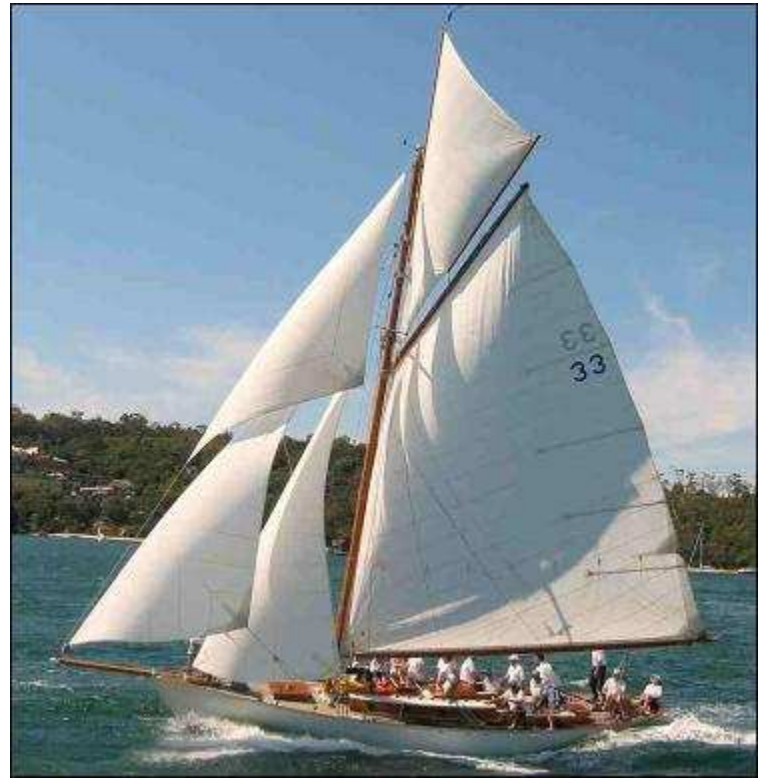


The current holder of the Hal Harpur Award. Chris and Gilli Dicker for his restoration of Westwind



# "Gaffers Day"

All courtesy of Sydney Amateur Sailing club



**Sydney Amateur Sailing Club** hosted Gaffers Day last weekend (19/10/2008).

Over 75 classic and gaff rigged boats took part in the famous Gaffers Day at the Sydney Amateur Sailing Club. The club was founded in 1872 which makes it one of the oldest sailing clubs in Australia. A day full of many highlights, from was seeing Sir James Hardy's Nerida in full sail, not only celebrating her 74th birthday, but also showing how a graceful lady can overcome sinking less than 12 months prior. Another highlight was to see Thistle helmed by Tim Phillips and a crew from the National Maritime Museum, Thistle was joined by 5 other Cousta Boats, give the local Ranger boats a run for their money. Boats from 10 feet and above were seen enjoying a lap of the Harbour

## Footnote

Several correspondents from the day heard our own Bill Gale provide an excellent commentary over the radio. Well done Bill.





We invite all those who can bring their traditional boat to Narooma on the South Coast on 14-16th November 2008. The event is open to steam, oar, sail and powered craft with **NO entry fee**. We have a range of activities planned. This event is for the owners to use their boats and is not just a static display. visit the website [www.boatsafloat.rizingtide.com](http://www.boatsafloat.rizingtide.com) or ring Malcolm 02 44762790 or Eric 02 44739696.



## Press Release from the CYCA

Following our recent information evening at the CYCA I can now announce that the CYCA Cruise 2009 has been officially launched and that all information and documentation is available as indicated in news release below.

Please feel free to contact me, Denis Doyle, at this email address and Cc. to [dddoyle@bigpond.net.au](mailto:dddoyle@bigpond.net.au) or phone 0412168840 for further info and for any assistance we can provide.

*Cheers Denis Doyle Sextant 9412*

**The Cruising Yacht Club of Australia**, with the cooperation of the Royal Yacht Club of Tasmania, is pleased to announce details of an organised Cruise to Hobart to take place in January □ February 2009.

A non time-based voyage from Sydney to Hobart, the Cruise has been organised to follow a set of communication and safety disciplines with a designated arrival time in Hobart no later than midday on 5 February 2009.

The arrival date is set to coincide with the Australian Wooden Boat Festival, which will be held from 7-9 February, as well as the 2009 White & McAllister Van Diemen's Land Circumnavigation Cruise which departs Hobart on 11 February 2009.

CYCA Vice Commodore and Sailing Committee Chairman,

Garry Linacre said when launching the event today: On behalf of the Board of Directors and CYCA Cruising Committee, I am pleased to announce this event that will offer members and other interested yacht owners the opportunity to participate in a cruise to Hobart.

There will be no speed or timed distance reporting required. The objective is to perform excellent seamanship, navigation and communication disciplines. There will be no advantage achieved by, or any need for competitive speed during the cruise."

Entrants will be encouraged to make the 628 nautical mile voyage in company and may proceed at any time under sail or power" Vice Commodore Linacre added.

He went on to say: "Some may say this is the way the Sydney Hobart Yacht Race started out; however the Board of Directors agreed that the CYCA should always look at ways to enhance our sailing calendar".

"If demand exists from our members to participate in an organised cruise to Hobart that coincides with a number of planned social and sailing events, then we should provide such an event, the Vice Commodore said.

Details of the 2009 Cruise to Hobart can be found in the Cruise Directions which are available to download online at [www.cyca.com.au](http://www.cyca.com.au) under the Cruising pages.

## Tool Time *by Jeff Clout*

Recently when cleaning out the workshop to get ready to move up to the new property I came across an old friend.

When I started my apprenticeship as a carpenter way back when JC played fullback for Jerusalem all "chippies" had Yankee pump action spiral screwdrivers to speed up putting screws in. I always remembered using the Yankee was always fraught with danger as if you pushed too hard on hinge screws for instance it would slip and leave great

gouges in the door jamb, but once you mastered it, it was a dream to use. So when I found my old Yankee driver I spent some time cleaning it and soaking the spiral in penetrating fluid to get it working again, the handle was split (a bit of glue will fix it) and it was working again. The reason I stopped using it was the invention of battery drills but as we all know a battery drill with a flat battery is about as handy as mammary glands to a bull. I got caught taking an old door off to paint it; drill flat so the Yankee which by the way only had a slotted head came to the rescue, whipped the door off in no time. Well its now back in the tool

box for those odd jobs. I checked the internet The Stanley tool company do not make these drivers anymore, from what I read a German company took over the patent and are now making it with a chuck system to take the standard hex type bits. I am saving my pennies. By the way for those tinkerers who are out in the middle of the deep blue briny, this is the perfect tool for repetitive jobs, lots of purchase and good for the arm and the battery will definitely not go flat. Do what I do and check out the markets and second hand dealers, you often find them for sale.

# 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



## DINGHY FOR SALE

6'3" fibreglass dinghy, in as new condition (used ca 6 times). White with cream interior, sturdy skeg brass strip, towing cleat, rowlocks, short plastic oars. \$370.00. Lars Frostell, 02 9451 9278.



## FOR SALE

Clinker 13'x5.6" king billy pine rowing skiff built by "Fizzer Fazackerley of Hobart Tas. C 1950's. Restored and in excellent condition on a good registered Trailer. A going but dubious 2 stroke 2 cylinder Riptide Outboard engine of the same vintage also included. A show stopper: displayed in the 2005 aust Wooden Boat Festival at Hobart. Reluctant sale but the navy is getting too big \$7400 ono, Ring John Dikeman 02473922480



## For Sale

A Wooden putt-putt 1950 Fisher "Belle" fully restored by Wal McCadames. #.95 in length with 3.5 hp Blaxland pull start engine. It is on a registered trailer Price is \$7500. Contact Jeff Rogers on 0418223679



## FOR LOVER OF TIMBER BOATS

Classic 1960, 4 metre cedar ply runabout. Very original. Excellent dry boat with fully rebuilt 40hp Johnson outboard motor, electric start (less than 10 hours since rebuild). Custom trailer (new axel, bearings and springs). Fitted canvas waterproof cover, all safety gear, all registered. \$8.650.00. Call Max 9878 1873

## WANTED

Hall 3 HP marine engine, Lawrence Hall and sons of Mortlake NSW. I require a cylinder barrel contact Hilton on 0402204344 if you can assist.



## FOR SALE

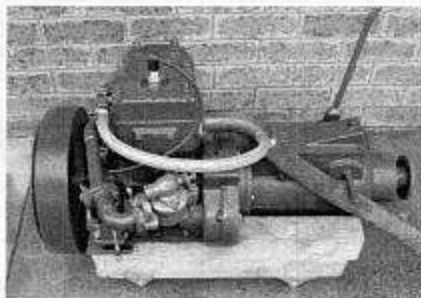
Flamingo", 26' timber plank , carvel batten, hard chine, 19 Knots. Built 1940's, for NSW Dept of Fisheries. Purchased via tender from the Dept. in 1963 , needs restoring. Sale price \$1,000.

## FOR SALE

A Herbert Turret Lathe for sale as is \$100.00 and you have to come and get it. Contact Hilton on 0402204377

North Arm Cove, Port Stephens NSW

Phone 49 973212 / 49 832287.



## CLAE F6

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



## Halvorsen Head

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Contact Peter Harcus 0402 060 551.

## FOR SALE

### BMC Commodore 54HP Engines - OFFERS

Currently removing 2 BMC Commodore engines, one in very good working condition, the other requires injector pump overhaul but otherwise working fine. All instruments and tachometer available, including two new alternators and pressure gauges. Install one keep the other for spare parts. Best offer contact Peter Harcus 0402 060 551.

## Disclaimer

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 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	\$25.00
WBA burgee, small	\$20.00
WBA burgee, large	\$25.00
Caps	\$12.00
Enamelled badges	\$10.00
Cloth badges, iron on	\$5.00

Australian Wooden Boat Book (incl postage)	\$15.00
Rugby shirts, by order	\$45.00
Business shirts, by order	\$40.00
Jackets, by order	\$75.00
See Dick Branson at the meeting or give him a call on 9520 7557	



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During the afternoon the breeze continued to freshen and we were seeing 5.5 to 6 knots on the log. It was very satisfying for some. We had been at sea for about 6 hours and half of the crew had fed the fish's. This made it a bit hard as the breaks didn't work out as planned. I will admit we were out of practice and we should be able to sail with a crew of two.

Throughout the night the breeze increased and the odd rain squall passed by. We were about 15 miles to sea with the land blanketed with low lying cloud. The lighthouses were hard to see through the rain and with the boat speed increasing to 7 knots with the occasional rush down a swell to 8 knots we brought in the flying jib.

In the interests of keeping well away from Long Reef we kept the wind over the port quarter not realizing (it was 4am) the wind had swung to the

North West. In an instant just before dawn the wind died, Wayfarer drifted in a couple of circles and we had some time to collect our thoughts. Half the crew had some breakfast, the engine started and we headed towards Macquarie Light some 23 miles to the west.

The rising sun cleared some of the low lying cloud and brought a convoy of about 60 small dolphins to join us as we motor-sailed towards Sydney. They were surfing around the pressure wave at the bow and also seemed intrigued by the propeller wash.

It was when we were about two miles off North Head that the remarkable healing properties of land became evident and the crew returned to full strength.



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The Harbour was almost deserted as we entered making a steady five knots with the breeze which had returned from the north east. Past the many places Wayfarer has made an impact over the years, Mosman Bay, the CYC and further up river to Looking Glass Bay where she was built by Charlie Larson.

We picked up the buoy at Glades Bay at 1100hrs feeling a bit tired and very satisfied. No regrets, no damage and a respect for those who sail through the night.

*Peter and Gail*