

Scuttlebutt

November 2013



Boat Building in Lavender Bay, Sydney

circa September 1965

www.wbansw.org.au
visitors

35,026



Presidents Report

Alan Stannard

Thank you to Peter Kershaw, our October meeting guest speaker, a WBA member and a very proud owner of the beautiful timber yacht Utiekah II.

UTIEKAH II was the subject of a 30 year restoration by Peter and Felisa Kershaw which was re-launched in June 2011. UTIEKAH II, a Jack Savage Snr. design was originally launched in February 1911 at Williamstown in Victoria. Built by Lyons and Savage Boat builders of NZ Kauri, she is 46'4" LOA and originally raced as a gaff yawl winning many trophies. Peter is justifiably very proud of his achievement and also the wonderful history of the yacht he has collected over the years. The yacht was widely reported in the press in her early days and owned by some notable celebrities, including early circumnavigator Harold Nossiter and author Dorothea Mackellar.

The yacht has beautiful lines with raked stem and counter stern and features a distinctive curved forward face to the coach house. The interior fit out in Victorian and Edwardian style is incredible. Many elaborate features are created in beautiful Huon Pine, Australian Red Cedar and Australian Red Mahogany timbers and specially cast bronze fittings.



Utiekah II

An impressive feature was the various hand made tanks onboard, these and all the furniture fittings were made to be modular. The tanks had screw down inspection lids with baffles attached to the lid underside, if the lid was ever to be removed it left a clear space within the tank for cleaning purposes.

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.

Please see me at our November meeting 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!!



The audience of 53 members & guests that came along for the presentation by Felisa & Peter Kershaw

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.

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

On the Front Cover

Our member, Morgan Roche, (owner of an interesting Irish built yawl, *Faoilean*), sent me a number of b&w photographs two years ago that were quite interesting. We have previously published two of these photographs.

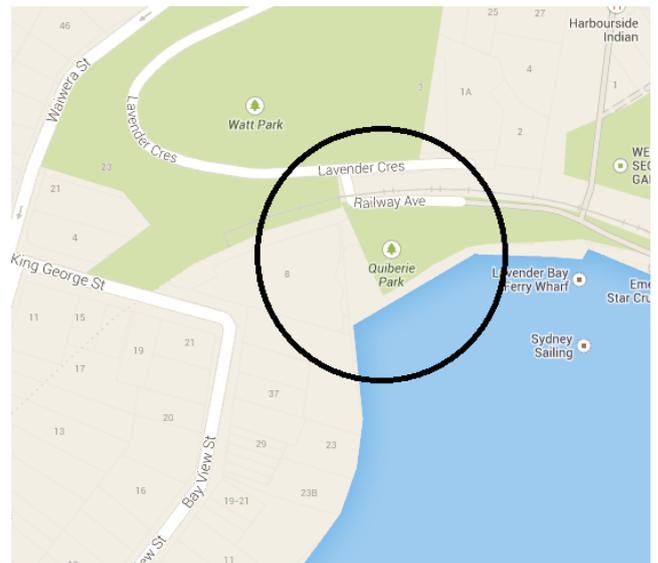


Forestry Corporation of NSW has been undertaking archiving work, scanning and cataloguing photographs. I understand this particular shot was created 29 September 1965 and is labelled '*Lavender Bay, Sydney, Timber in Boat building by courtesy Mr A Franov*'.

Reference to an online publication by Mori Flapan, **Ship and boat builders of Sydney** lists a Tony Franov as being a boat builder of fine fishing boats in Lavender Bay, 1965 to 1967 and later at Mortlake. I suspect the same person.

As far as I can ascertain, Tony Franov's yard was located near Quiberie Park at the northern end of Lavender Bay.

The date would appear to be accurate as the Opera House still under construction, is visible between the two vessels.



Never trust a man with a clean workshop

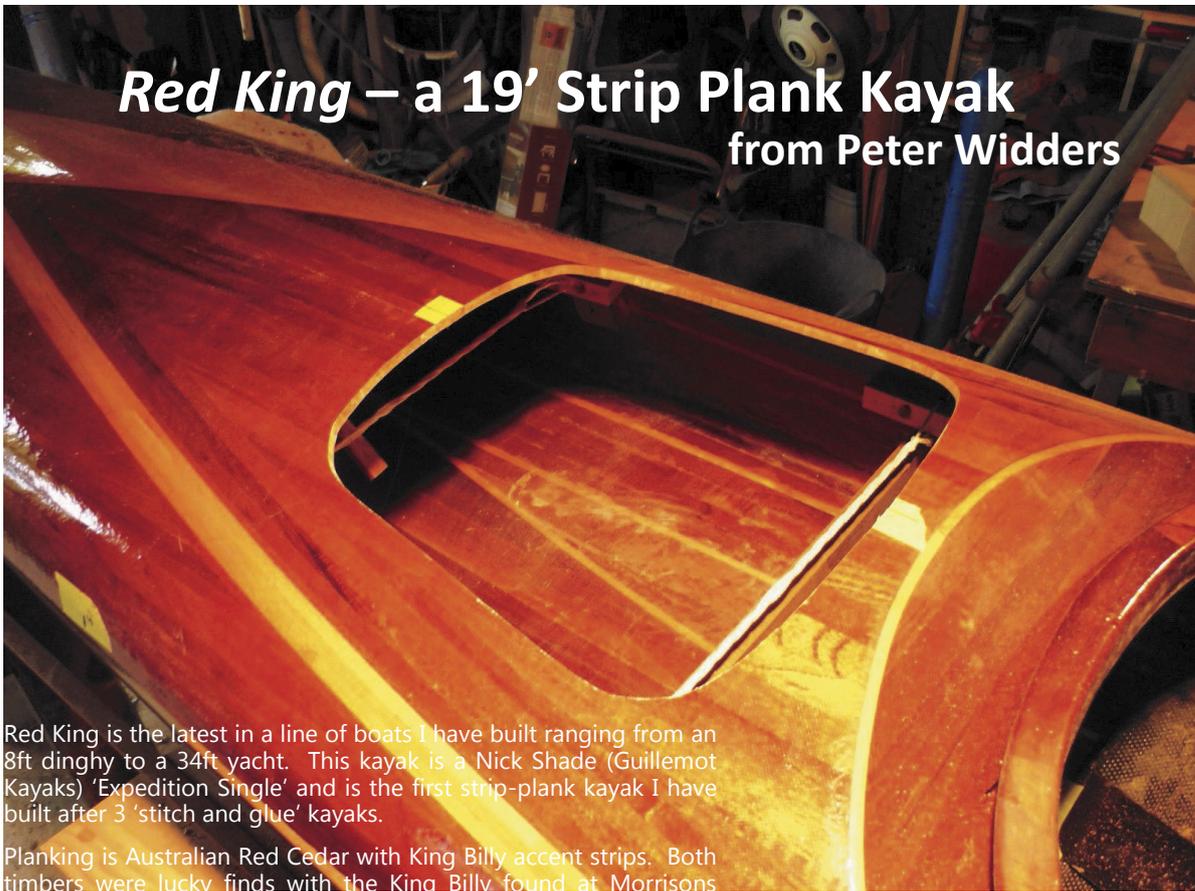


Scan the QR code to go the WBA of NSW Inc. on the web and follow the links to Scuttlebutt, Hal Harpur Award and more useful information

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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Red King – a 19' Strip Plank Kayak from Peter Widders



Red King is the latest in a line of boats I have built ranging from an 8ft dinghy to a 34ft yacht. This kayak is a Nick Shade (Guillemot Kayaks) 'Expedition Single' and is the first strip-plank kayak I have built after 3 'stitch and glue' kayaks.

Planking is Australian Red Cedar with King Billy accent strips. Both timbers were lucky finds with the King Billy found at Morrisons Timberyard on the dock at Strahan, Tasmania after a Macquarie Harbour cruise, forest walk and tour of Sarah Island: this cruise is a 'must-do' if you are in that part of the world. This trip was a prelude to our Hobart stop for the 2013 Wooden Boat Festival.

Planks are 6mm x 19mm and ranged in length from 2.5-4m. The planks were cut on a table saw with good length in-feed and out-feed tables. A new saw blade with a 1.7mm kerf helped reduce waste.



Planks were scarfed with 6:1 scarfs and then glued with Titebond 1 yellow glue. The design of the lighter accent strips of King Billy Pine was arrived at after a good bit of 'shed-

talk' and exchange of design opinions. There are a few lighter strips in the hull with somewhat more on the deck.

Planking has been a bit slow as there were no staples used. A range of clamping systems were used on the moulds and 3M green tape applied liberally between the moulds. The green tape has good strength and a bit of stretch to apply pressure. The hull was built first upside down with the strong back erected on trestles to be at a good working height.

An amount of careful planing and sanding with a random orbital sander saw the hull ready for the layer of 4oz glass cloth set in epoxy- West epoxy with 207 clear hardener. The glassing was a 2 person job with 'squeegees' made from ice cream tub lids. The first coat was applied carefully and was quite successful; this can be a fairly fraught step with 'outgassing' causing bubbles and further problems. A second coat of resin was brushed on after 'tack-off' and resulted in a very pleasing finish.

The hull was then removed from the moulds (to ensure the two halves could be separated later) and the inside of the hull was also

glassed. Carbon fibre cloth was used in the cockpit as well as inside the bow and stern. Work then began on the deck after the sheer line of the hull was taped to prevent join-up before time. The deck was a good challenge with the accent strip pattern being a curved sweep from bow to stern.

Building the cockpit was a quite a conundrum for a while. There are a number of good sites for advice and clips on the whole process, so help is never far away. Deck glassing followed in the same way as the hull. Some 50mm carbon tape was applied either side of the underneath of the cockpit where there is a bit of strain taken when getting in and out of the kayak.

Once the hull and deck were removed from the moulds, the whole backbone structure was removed from the shed. The next part was where I



came unstuck a bit as I did not put enough spreader sticks into the hull sections to hold their shape. Eventually, the 2 halves were persuaded to their correct widths and

joining the 2 halves was completed. Two hatches have helped with the contortions required to apply glass tape on the inside seams. A final strip of glass will be applied on the outside of the hull join.

Two paddles have been made from spruce with accent strips of

Australian Red Cedar. One is a conventional spoon blade and the other is a Greenland paddle. Both have hollow shafts and are around 2.3m in length. Weight is just under 40 oz each. ➡





A pivoting skeg has also been included in the build.

Launching is scheduled for December 2013.



This has been a very enjoyable project with possibly a few more than usual 'problem-solving exercises' due to the lightweight timbers and construction method (staple free).

The project blog can be seen at :

<http://www.redkingsvoyage.blogspot.com.au/>

Raffle Prize Winners



Pictured are the two winners of our October meeting raffle with Peter & Felisa Kershaw our guest presenter for the meeting.

1st prize: to

Keith Cole

and

2nd prize:

Malcolm Wright.

The Wooden Boat Association of NSW inc.

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WEB stuff
Andi Morgan



Members
Alan Williams Ken Travers

Next Meeting Tuesday 12th November Annual General Meeting

New Member

This month we welcome one new member, Wilfred Pirotta of Londonerry. Wilfred has a circa 1950s 26 ft carvel built motor boat.

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

It really is quite difficult to build an ugly wooden boat

— — ON THE HORIZON — —

THIS YEAR 2013

November 1-3

Narooma BoatsAfloat Festival,

for information <http://www.naroomaboatsafloat.com/> or phone Smiley Magill 02 4476 3370

November 2-3

Timber Boat Festival, RMYC, Pittwater. <http://www.royalmotor.com.au/>

November 9

BBQ & raft up, Quarantine Reserve, Hen & Chicken Bay, Abbotsford, come by boat or car

November 12

WBA meeting – Annual General Meeting

December 10

WBA meeting – Hal Harpur Award winner/end of year dinner 2013.

NEXT YEAR 2014

January 14

WBA Meeting

February 11

WBA Meeting - Guest Speaker, Model Boats by *Le Village*, presented by Dimitri Salichon

February 22-23

Canberra Classic Boatfest For further details contact Peter Thorne 0409 031 243

February 22-23

Raft up @ Bantry Bay

March 6-9

Royal Geelong Yacht Club's Wooden Boat Festival

March 11

WBA Meeting - our member, Peter Smith, "Four hundred years of timber on the European canals"

March 22-23

Classic Yacht Regatta, Pittwater Festival, RMYC.

April 8

WBA meeting - Guest speaker—Grant Holmes, 'Building a house of dreams'

April 19-20

Lake Macquarie Classic Boatfest, Toronto. <http://www.classicboatfest.com.au>

May 13

WBA meeting - Guest Speaker, John Wood, 'Formation of the WBA of NSW'.

June 10

WBA meeting - Guest Speaker, winner of 2013 Hal Harpur Award

July 8

WBA Meeting - Hugh Lander, Public Affairs Manager, Sydney Heritage Fleet,

'Sydney Heritage Fleet – Sydney's Best Kept Secret'

August 12

WBA meeting – Guest speakers, Betty & Peter Gossell

'Adventures in Paradise' aboard the Barquentine CALIFORNIA

September 9

WBA Meeting

October 14

WBA Meeting - Guest Speaker & member, Peter Widders,

"Red King's Voyage: The building of a 19' strip-planked sea kayak"

**Flat Pack Kitchens,
Flat Pack Furniture
Flat Pack Clinker build Boats!**



headroom). This vessel was built in 1906 and was in a bad way. What was anticipated to be an 18 month restoration has blown out to five years but is nearing completion.

L.O.A. 35 feet (30 feet excluding bowsprit)

Max Beam: 8 feet

Draught: 2 feet 10 inches

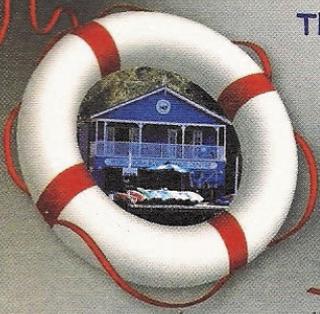
And yes, it has a mast and hoists a spar.

If you were unable to be at our October meeting, you would not have seen this. Tony Curtis sent me an email of a boat in bits. I believe he is considering marketing this flat pack clinker boat and is seeking investors! He has even been doing an investigation on those neat cam-lock fasteners that the furniture manufacturers are fond of enabling for a fast assembly!

I did some trawling around the web and found the story. It seems somebody in the UK set out to restore a Norfolk Broads river cruiser and carefully removed the planks either in the hope they could be re-used or for use as templates in what was ultimately a total rebuild.

River Cruisers were developed over many years exclusively on the river system and shallow lakes of the Norfolk Broads (South East of England). They are a legacy of times gone by, indeed quite a few are over 100 years old. Many still don't have engines or the present day "essentials" (running water, electric lights, standing





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The cub reporter of the Buccaneers' Gazette was interviewing a retired pirate captain, "So how did you lose your leg Captain?"

"Oh we were off Trinidad, 06, fighting hand to hand with a

Spanish ship on one side and a French one on the other. We gave them both broadsides, but one of our cannon balls hit one of theirs, it ricoched back, blew the Spanish Captain overboard, killed the Frenchie Captain who was about to smash my head in, but took my left leg off below the knee"

"Wow!" scribbled the reporter. "What a story, how about the hand, how did you lose that?"

"Off Jamaica in a Hurricane in 08, one of our crewmen fell from the foretop and went overboard. I dived in to save him, just as a shark was about to take him. A shark's skin is very tough, you know so I seized my cutlass and shoved it down his throat. I carved his guts up a bit and was about to haul them out when he snapped his jaws shut and took off my hand...and I lost my best cutlass with it."

"Jeez, Captain, these are the most amazing stories, but the eye, how did you lose that?"

"Martinique, 08, I was looking aloft when a seagull dropped one in my eye."

"Really?" asked the reporter. "You have had the most amazing adventures, this, just a bird dropping, seems almost...ordinary.."

"Ah, lad, well it was the first week with the hook"...

December Meeting

The meeting will be held in conjunction with our end of year dinner and the presentation of the 2013 Hal Harpur Award on 10th December 2013

In the auditorium, (level 1), at the Gladesville Sporties Club

Cost: \$26.00 per head

Time: 6.30pm for cheese & crackers, dinner served at 7.15

Your Christmas Menu

Dinner roll

Main: Roast lamb or turkey breast fillet with cranberry sauce served with vegetables

Dessert: Plum pudding & custard or Pavlova

Tea or Coffee

Bar service will be available in the auditorium during our meeting

We are required to confirm numbers and provide full payment to the Sporties Club a week prior to the event.

Our Treasurer has provided a choice of payment options for members and guests for the WBA December Meeting and dinner.

- **Cash**, preferably in person. No responsibility taken by WBANSW if sent by post. Names of attendee(s) covered by the payment to be identified. Deadline for payment by cash is Dec 2nd to confirm attendance

- **Cheque** made payable to The Wooden Boat Association of NSW Inc and crossed A/C Payee or Not Transferable. Names of attendee(s) covered by the payment to be identified, especially if different from cheque name. Can be delivered by hand at a meeting or posted to WBA NSW Inc at PO Box 884, Gladesville, NSW 2111. Deadline for payment by cheque is Nov 25th to ensure funds can be processed in time.

- **Bank Deposit** either cash deposit or electronic funds transfer to: BSB: 012 010 Account: 1095 53629 The Wooden Boat Association of NSW Inc Payment reference to be XD<name> where <name> is at least one of the attendees.

- **Paypal**, Choose the Send Money option in your Paypal account. Enter info@theboatshedatworonora.com.au for the recipient email. Select Family or Friends for recipient, to avoid fees at our end. If you really want to select Pay for Goods and Services, please make the payment amount \$27.00 per person. Deadline for Paypal payments is Nov 25th.

- **By credit card over the phone** Call Jon Bell on 02 9545 2584 during business hours. Have Visa or Mastercard ready, with vcc on the back. Identify the attendees. Cost is \$27.00 per person. Deadline for payment by credit card is Dec 2nd.

For all payments

Receipt will be given on request (but is not required by ATO for expenses less than \$50). Receipt will not be a Tax Invoice for GST purposes.

from Brian Hunter

Pittwater News

Lots happening on

Pittwater lately, the local fleet of Cousta boats have started the season very actively. Apart from competing regularly with the RPAYC on Wednesday afternoons their group has been instrumental in organising a Saturday division for all classic wooden yachts. I understand it is a six race series over the season, you do not have to join the RPAYC and a nominal race fee of \$180 for the series applies. Contact the Club for further details.

Four boats from this fleet sailed down for the Sydney Amateurs Gaffers weekend, one vessel J'Amie losing her mast in the blustery conditions. Other Pittwater yachts in the event were RETREAT, MARAMA and NARAWHI skippered by Andy Minter to first place in division 2. Local pocket gaff schooner JAMIEL was in the news recently after going on rocks at West Head, fortunately there were no casualties. The yacht was towed into shallow water where she sank. She has since been salvaged.

In MAGIC land lately I sailed down to Sydney Harbour to greet the Tall ships as they entered the heads for Navy Review week unfortunately they were greeted with a vicious southerly squall and very cold and wet conditions. Having survived that we anchored in Vaucluse Bay overnight and experienced the exciting entry of five of our Navies finest fighting ships the following morning. It was truly spectacular the ships travelling at 12 knots accompanied by lots of official vessels with sirens and flashing lights and many spectator craft.

On a more sober note, I have been contemplating pulling the engine out of MAGIC for some time now for various little jobs requiring attention. I think it may have been Chris Dicker's story that was the catalyst, thanks Chris!!! Well the deed was completed this week after installing new cores in the engine mounts, the originals only lasted thirteen years, have you inspected yours lately? Unlike our North Queensland correspondent I can't afford a new engine, but am pleased to advise that all is well now in that department after a thorough overhaul of various components.

THE CAIRNS REPORT

from Chris Dicker



The editor has restricted my input this issue as he reckons welding in a wooden boat magazine is just stretching it. He has no idea how hard it is to get Huon pine welding rods these days. The welding without gloves criticism is nothing

compared to all you people that have looked at the photo without a welding mask. All that aside, the new engine is in and driving dear old Westwind along with so little fuss and bother.

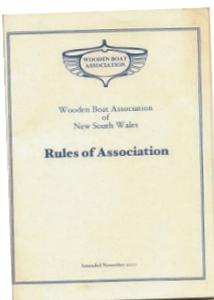
With the few words that the editor has allowed me I would like to tell the story of why the propeller shaft on *Westwind* does not run parallel to her centre line. When *Westwind* was placed onto her site of rebuilding at Kurnell, I asked the crane driver to land us facing exactly north and south as I would be replacing the stern post and would need to bore a new hole for the propeller shaft and normally do this by placing a compass on top of the drilling machine. Now I could have omitted to tell him if the compass bearing was true or magnetic or perhaps the winding on the drilling machine had some influence on the compass but the result was that our motor is slightly to port and our propeller shaft kicks slightly to starboard. It is a right hand prop if you want to think about it and the boat steers straight as an arrow.

This is not a complaint but it is hard enough finding Huon pine welding rods, try to find six fingered welding gloves!!

NOTICE OF ANNUAL GENERAL MEETING

The Annual General Meeting will be held on Tuesday November 12th, starting at 1930 hours at the Gladesville Sporties Club.

There are no special resolutions currently proposed, therefore the ordinary business of the annual general meeting shall be as detailed in para 24 of the Rules of Association.



Should you require a Proxy Form, there is one in the back of the Rules book. Note that a proxy must be passed to the Secretary no later than seven days prior to the meeting.

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 4 for details.

FOR SALE



Brand new rowing/sailing dinghy, never been in the water. Ian Oughtred design, built of Huon Pine with Rolley Tasker sail. It is said she rows beautifully and sails even better! Swinging centreboard and rudder, bronze oarlocks, (2 sets), new oars fitted with leather oar stops, mast, boom and yard in A1 clear oregon, Locks on oarlocks preventing being lost or theft. Wooden trolley to move boat about. Boat will fit on the back of a ute, secured to the trolley with tie-downs. For more photos, request by email My email: braeng@ihug.com.au

Any offer above \$5000.00 considered

Contact: John Wagemans Phone: 02 4369 7687

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

FOR SALE

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

Twin Cylinder Blaxland, petrol two stroke marine motor, had a lot of work done with new parts, \$2500

Contact Chris 02 4476 3370 or info@lyrebirdlodge.com



Don't forget to renew your WBA subscription. If not received by the posting date for January Scuttlebutt, don't wait by the mailbox!

FOR SALE



Seagull 2 hp outboard, suitable for 6ft-9ft dinghies. Fitted with brand-new recoil starter. Also see my advert for new sailing/rowing dinghy in Huon Pine. The petrol ratio is now 25:1 as carburettor has been modified.

\$420.00

Contact: John Wagemans Phone: 02 4369 7687 or email: braeng@ihug.com.au

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Propeller: 1x 150mm (from shaft) 3 blade - \$50 ono.

No 1 genoa from a 34' masthead cutter - excellent condition. Approx. Luff-12m; foot-5.5m; leech- 9m. Attachment is via hanks. - \$1200 ono.

Peter Widders 02 9816 5087 or pwidders@yahoo.com.au

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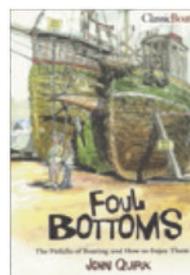
See Phillip Turvey at meetings or call him on 0417 657 613



DON'T FORGET TO BOOK & PAY FOR DECEMBER DINNER MEETING

See page 6

Pittwater Aquatic Club's Swap-Meet on 9th November. Where: 2 The Esplanade, Mona Vale. NSW 2103. When: 11am - 1pm (nominally) with debrief and sausage sizzle at 1pm



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.



Our page 8 story

Memories of Huon Pine, South Queenstown, Tasmania

Ken Travers travelled as crew with Tom Hughes and his wife Carol to Tasmania for the Hobart Wooden Boat Festival. (see Scuttlebutt July & August 2013).

While in Tasmania, Ken took the opportunity to catch up with his cousin, Reg Travers who related the following story.

The swamp over our back fence was to be cleared and drained to make way for a new housing subdivision. It was the late years of the 40's, maybe 1948-1949, on the west coast of Tasmania. I remember it well, Mr Sproule and Mr O'Halloran had the contract to clear and drain the swamp, covered with tea tree and tussocks. Their only tools were a pick, shovel and wheelbarrow! After school I used to help the men dig the drains, earning myself a few shillings pocket money.

All went well until about half way through the job, when a huge



'Snowy' Morrison

log was uncovered. It had to be removed and in the process of trying to remove the log, another similar log was discovered, both deeply buried in this wet and boggy swamp.

It was learned that these logs were Huon pine and would be valuable - even in those days Huon pine was worth a lot of money. I remember they were well over a metre in width and several metres long. The big question! How to get them out? A team of

draught horses were found and eventually the logs came out, much to the delight of an audience of kids and adults.

These two huge logs, still in good condition, but soaking wet and covered with mud were hosed down and taken to the Mt Lyell Company timber mill, where they were put through the mill and cut into the most beautiful timber.



Someone had an idea to enquire as to the age of these trees, so a sample was sent off to Hobart. Eventually the results came back - the logs were over 3,000 years old.

What a timber! As long as Huon pine is kept wet, and it was certainly kept very wet buried in the swamp, the timber will remain in pristine, workable condition. The reason this timber survives so long is because it contains Methyl Eugenol*. This is the magic preservative. Its property is known to prevent insect and worm attack and this adds to its desirability as a timber for the boat building industry.

I know of a living stand of Huon pine growing on the slopes of a mountain in western Tasmania that has been identified as being in excess of 10,000 years old. The west coast of Tasmania has many fine examples of this wonderful tree. Until about 10 years ago there was a standing Huon pine tree at Heritage Landing, on the Gordon River that was in excess of 2,000 years old. It has now fallen.

An old saying is "the only thing slower than the growth of Huon pine is its decay."

Who knows how long these logs had been in this swamp before being discovered.

I guess if you and I were standing for 2,000 years, we too would like a lie down after that long!

There are still many stands of this most wonderful wood. They are virtually all protected and are selectively logged only under the guidance of the Forestry authorities.

* The warm, musty-mild-spicy odoured aromatic compound **Methyl Eugenol** (aka eugenol methyl ether) is prohibited from being directly added as an ingredient to fragrances intended for retail cosmetic products, due to worries about its' potential carcinogenicity. It is found in various essential oils. As it occurs naturally in many essential oils and extracts, the addition of these ingredients is not restricted outright, but on provision that the methyl eugenol content does not exceed defined concentrations.

Interestingly, it has found to be quite useful as an insect lure.

A buried Huon pine log was documented by scientists to have been lying there for 38,000 years! As well as being a preservative, the methyl eugenol provides the timber with natural lubrication, so it can be bent, shaped or sculpted without splitting. It is also waterproof and insect resistant, making it prized as a boat building timber.