



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

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Next Meeting

Xmas Dinner

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Coconuts, Crocodiles and Ulcers *Chris Dicker*

Our hearts were heavy. It was the last anchorage before our departure from the Louisiades. A sailau ghosting home from the gardens at Pana Wina disappeared into the gloaming, reappearing an hour later under the faint glow of the new moon low in the western sky, sailing passed us along a silken pathway, home. A lone male singer sang an unaccompanied lament like a piper and our sophisticated 'white man' talk of shops and shares and financial security fell silent.

We had left our old timber yacht 'Westwind' in Cairns to crew on the very fast catamaran Mojo from Townsville across to the Louisiades. It was our first big trip on a multihull and we fairly skipped over the ocean like a flat stone, sailing the 600 miles in 4 days neat. Our landfall was near the Duchateau Islands and we could just make them out in the early morning haze as we crossed the barrier reef and made our way to Panasia Island where we anchored.

There was Captain Kel, the mate Helga and crew, Gilli and myself, sitting on a rosewood log on a small beach wondering where all the people were. Soon enough a small sailau appeared well down wind of us but made short work of the beat. These people live and breathe the sea; their vessels are an extension of themselves. We four new chums sat on the log wondering what to expect. Had we trespassed? The sailau landed and the woman and children were left to make all fast while John, the headman, approached us quietly along the beach. His hand extended in friendship and we stood up as one to be welcomed by our first Papua New Guinean native. The whole family joined us soon after, and in hindsight that small group personified the pioneering spirit and the oneness these people have with the land and the sea. We spent a few days at Panasia, during which time we were invited for a typical islander meal of yams, cooked bananas, taro and sweet potato all cooked in coconut juice. With this meal we were also very honoured to have fish. Kel and Helga generously supplied the fish from Mojo's freezer. When we left there the family waved us

out of sight, even flashing a mirror for a lark.

The islands in that great lagoon are such that you can sail from one to the other by sight avoiding coral reefs and coral heads of course, also by sight. We made our way to Motorina Island, a large island as it had at least two sides, a hill, a magistrate and Moses the councillor. Moses was a humorous, educated and erudite chap who showered us with generous hospitality. He mentioned a soccer match (they are mad on soccer!) that was to be held the next day, Saturday. If no one else, I was very keen to see it. "About 9 o'clock," he said ... when pressed!

At 8.00 we were escorted over the hill on a narrow track through the jungle by some enthusiastic youths. On reaching the other side we found that there was no real hurry as there were players coming from all over. This gave us time to have a good look around at the school, the village well, a boat building project and even to have a meal with Moses and his warm and wonderful family. There are no tables or chairs. You eat on a mat on the floor of the house, guests eat first then the men, children next and finally the women. By half past two we wondered if the match would still be on as it was not only late but also pouring with rain. I am sorry to say that we gave up in the end and our faithful guides escorted us back over the very wet and slippery hill. We met several strapping fellows with soccer boots around their necks still on their way to the field. It was all we could do to stay upright on that track, but we met a chap and his wife at a particularly slippery incline. He was loaded with all manner of produce and she had a babe in arms and a basket of eatables on her head. They walk and move and live so gracefully in the land and sea that has adopted them – we must have appeared very clumsy. The match did take place at 3.30 and someone won. There would have been a feast and a lot of laughter at our expense. They are more than welcome.

(Continued on page 2)

Coconuts, Crocodiles and Ulcers *cont.*

Young Ruben, a footloose youth, asked us if we were going to Misima, one of the more populated islands which also has a town and a harbour and, if we were, could we take him along. Yes, we were, but we would not be returning. "That's ok," he said, "I am going there forever." He came on board right on time the next morning with a very small bag and two husked drinking coconuts. He was good company and knew the waters like the back of his hand. He also landed a good sized bonito on one of Mojo's trolling lines which would have made a good offering to the people he was to stay with ... forever!

By this time everyone on board was on antibiotics and applying a host of creams and powders to combat the voracious savagery of tropical ulcers except for yours truly, who, by dint of luck, escaped the malady. Gilli had a particularly nasty one half way up her shin that really laid her low. Nothing seemed to stem the onslaught of this flesh eating parasite until we had the fortune to meet Doctor Lee Roper off the yacht Affinity. Such was his expertise that a mere glance at the affliction brought forth an instant prognosis and he advised immediate amputation. Luckily there were severe cases to be attended on Affinity and Gilli made a remarkable recovery!

In the crown that is the Calvados chain of islands Sabra Island must be one of the most impressive jewels. Such is the diversity of the Louisiades that a limestone island can crop out between other islands that are devoid of limestone. Sabra is not large but there are remarkable caves complete with ancient stalactites and mites pocking its coast and interior. Mojo spent a very pleasant week there and 'got amongst the natives'. For the first time in our whole sojourn we were also joined by other visiting yachts and all of us had a 'preordained' evening ashore.....

It is a noble inclination, wanting to improve the lot of those that are less well off than ourselves. A visit to the Louisiades stirs different reactions in people. The culture and values there are vastly different to our own. After spending six weeks amongst the islands and their beautiful people I feel there is very little we can do to improve their way of life and a great deal we could do to spoil or ruin it.

Tread lightly, listen and look, especially at yourself and where you come from and respect these people. They are worthy of that and much, much more.



For the last time and all too soon Mojo's anchor chain trundled over the gipsy, and those dark people on the shore waved their big open wave, and my heart turned jelly as we headed across the lagoon to the pass that would take us to the open sea. But I knew, I knew, we would return.

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10TH ANNUAL TIMBER BOAT FESTIVAL AT RMYC NEWPORT

Once again, the Timber Boat Club committee at the RMYC, Broken Bay turned on a marvellous festival in November, hosting about 70 timber boats of all types for the weekend. Yachts, putt putts, trawlers, cruisers and launches came from all over Pittwater, Brisbane Water, the Hawkesbury and from down the coast to be part of the festival. A number of WBA members brought their boats with at least three (*Antares, Matang* and *Monte Cristo*) coming up from Sydney.



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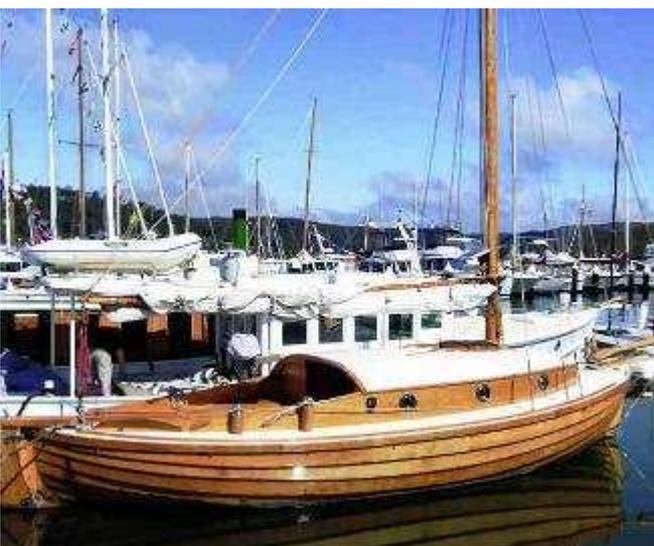
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Boat owners were requested to arrive from early Friday so that the task of fitting so many boats into a relatively small space could be achieved with a minimum of trouble. The marina staff at RMYC were excellent, under the guidance of Peter and Doug. With no fuss at all, they were able to place boats into spaces only marginally larger than the boat. There were many new boats this year and the marina staff made a good effort to display boats in different locations to last year.

The festival commenced on Saturday morning with a clearing shower (I was told this by a local who assured me that a tropical downpour was in fact a Newport clearing shower!). Saturday then cleared, but remained cloudy with some sunny breaks. Sunday was summer perfect, warm and sunny and the crowds came in their thousands. A band played on the aft deck of *Palma* as the visitors (and other boat owners) admired the range of picture perfect vessels on display on water and onshore. Ah, the ambience! Friends and acquaintances from past festivals mingled, new improvements to various boats were discussed, and there was even time for a casual drink together. Every boat had its own story and an owner keen to reveal them. Two yachts started their life overseas (Ireland and Sweden), loved by the fathers of the current owners,



and brought to Australia where the memories of Dads outings are now played out on the other side of the world. There were stories of boats lovingly brought back to life from wrecks, others built by their owners from scratch. The crew of the beautiful 50' Halvorsen cruiser, *Megsie* reported that they had in excess of 200 people onboard over the weekend inspecting the gracious vessel, which served time during the war as *HMAS Megsie*. Drool, drool. Even the engine room had red carpet!

The festival dinner dance was held on the Saturday night with a live band. It was a great night, full of fun and laughter. The meal was excellent, particularly for the large number of people in attendance.

Activities concluded at around 4pm and the sad time started when boats began to depart and the farewells commenced. We decided to stay the night as we were on holidays and were spending another week up the Hawkesbury. By nightfall, all was quiet again with only a dozen

boats remaining. Time to reflect and confirm that we will be back again.

An excellent weekend and many thanks to Casey and his committee who must have worked so hard for the festival. And many thanks to the Royal Motor Yacht Club for opening their facilities to all the visitors. **Rob Hardy Matang**

NAROOMA BOATS AFLOAT – 2010

horns,
hooters,
even a bugle

Pristine is the word used by the travel brochures to describe the waters of Narooma's Wagonga Inlet and on a nice day it is absolutely stunning. On November 5, 6 and 7 we hosted Narooma's 5th annual celebration of traditional boats and what a celebration it turned out to be.

Friday night kicked off with the welcome bar-b-q at Jim Richard's boatshed "Southern Slipway Services". Jim is the very congenial host who also provides berths for a lot of our little wooden boats and one big wooden boat. The much sought after Narooma oysters were supplied by Glen the oyster man and opened by Col with nary a nick after an hour at the table. A team of girls and Professor Pete had spent the afternoon chopping, slicing and dicing lettuce, tomatoes and onion and now stood ready at the prep table, the starters gun went off, bar bbqs lit and Stuart and I cooked up a storm. Competition was fierce in the endeavour to cook the perfect burger. At the end of the flurry, 80 hamburgers had been consumed and the gathering was well pleased. A selection of our famous South Coast cheeses was produced and the formalities ensued. Brian Craven, our spokesperson, welcomed our guests and gave an outline of the weekend activities, the very casual safety officer, Stuart, read the "rules" – "You blokes all know wot to do don't ya ! good then"

There is a small marina which berths our guests for the weekend, does away with all that trailering, launching and retrieval stuff, and with Pelican's Café becomes the focal point for the weekend. An overcast day did not dampen the spirits of those gathered to go boating, that is until it started raining. As the lead boat started circling, waiting for all the 2 strokes, 4 strokes, diesels, steamers and sailors under auxiliary outboards to crank up, I stood amidships of my 18 foot putter "Carlinka" with John and Bill donning Drizabones as the rain fell and Carol, Andy, and Maggie snug under the canvas fold up dodger (design borrowed from Wal McAdams). I expected to see boats return or not go out as it got past the drizzle stage, but no, they were all going out, and with Tony and Ro, the last of my crew aboard, so did we. The rain petered out, the dodger went down and the irrepressible smiles appeared on faces thrilled to be on the water in the company of 36 other beautiful, classic little boats, flags flying, bells dingling,

(nice one Tony) and of course Don and Liz Parker in "Choof n Puff" with the steam whistle, what a spectacle. A slow trip (everything is slow in a putter) around the majestic Fosters Bay out through the Shell Point markers, across the open waters of the inlet and up into Freshwater Bay where, at the aptly named Paradise Point, hosts Heather and Jeremy provided Tea and scones and a chance to mingle and meet, take some pics and just take in the beautiful scenery of a very sheltered, deep bay with heavily timbered forest surrounds. "That's it you lot, back in the boats." The W E Hardman petrol motor in Carlinka is currently running particularly well and sometimes starts first go.....but not this time. As we drifted over the oyster lease on the other side of the bay, me pulling on the strap and the crew warming to the "not again Smilie" theme, Jim came to the rescue in Whisper, an electric conversion clinker built in Narooma by Taylor Bros Boatbuilders. Back in deep water the mighty Hardman kicks into life, a modicum of pride restored to self and the derisiveness among the mutineers quelled, we rejoin the fleet as the rain started to fall – "get the dodger up." I got some great pics of putters with brollies up and the skipper in Sou'Wester, doggedly at the tiller, punching into the small chop. But it's only a shower, the dodger is down and back at the marina the sun is poking through as "2nd Time around" our resident and really good jazz band sets the mood for a leisurely lunch on the boats and a lazy afternoon to stickybeak at the boats and talk to the skippers, Narooma locals are invited along also.

The Saturday night dinner this year was at the Fishing Club, on the water with its own jetty berthing the 100 year old "Wagonga Princess", a classic straight stemmed, fantail ferry with an electric conversion. The dinner was organized by Gary Ebling our events organizer and mentor and together with Mike the magician, a chef at one of the local restaurants, provided a seafood spread to satisfy the most stubborn critic. With appetites satiated and all in good humour, it was time for Ravin Craven's famous Nautical Auction. There is no entry fee for Narooma's Boats Afloat Festival, so we need to make some dollars to put on the next one. We have some good woodworkers in our group and make nautical items to be auctioned. Always on the quest for new ideas I



turned up two flagstuffs and invited WBANSW to donate two burgees, they donated three, so I had to make another and a big thank you from our group, they were well received. With Brian "Ravin Craven" cranked up and Mal McKay as floorwalker, like a kelpie in a sheep pen, whipped the crowd into submission and every last dollar was extracted from a very generous audience and a lot of laughs were had on the way. An excellent night, with excellent food, lovely people and a ton of fun.

Sunday morning saw a fairer day with no threat of rain, good conditions for the "Grand Parade" where we head out through the channel, under the Narooma Bridge and along the much used Mill Bay Boardwalk. We invite the public to view the boats from the bridge and boardwalk and we weren't disappointed as a big crowd was there to greet us, waving as the boats putted past, with all the colour and clamour of the previous day. Three runs past the boardwalk satisfied the photographers and onlookers. Then we headed back to the marina for a coffee and a chat before going to the sausage sizzle lunch at Tim Short's shed which is the original Taylors Boatbuilding shed. Gary and Mike fronted the Bar B Q and when the frenzy died, Brian and Mark got the raffle drawer underway, two lifejackets of exceptional quality were donated by locals John and Tina of



Kingfisher Marine. Then it was time for me to present the Skipper's Choice award, where the skippers of participating boats get to vote for what



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THE "GOOD OIL" ON CLEAR COATINGS

INTRODUCTION

The most complex (and disappointing) area of all surface coatings is trying to sustain a nice clear finish on exterior timbers.....especially in Australia. Because of the geographical isolation and arid, barren land mass, the intensity of ultra violet radiation is greater than most places on earth. On the European continent for example, the particulate matter concentration suspended over the land, and the cloud cover has a substantial filtering affect on U/V (Ultra violet radiation). As a consequence clear coatings last considerably longer. A varnished front door in the U.K. may give several years service, whereas the same application in Australia will break down in months. The incidence of skin cancers is a testimony to this intensity. To understand the process of clear coated timber degradation, is also to understand part of the solution.

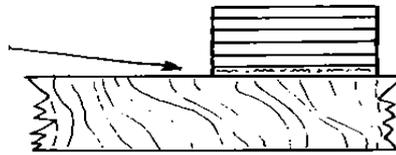
DESCRIPTION

Clear coatings have a variety of names such as varnish – clears – lacquers – oils etc and are fundamentally paints without the pigment..... that is, the film is "CLEAR". As with a pane of glass, the transmission of light is close to 100%. Therefore there is nothing to impede or block the suns rays. Bare skin can still suffer from sunburn through glass.....and that is what happens to timber. It gets sunburnt. Increase the heat and you increase the degradation. A white car reflects 97% of all light and absorbs 3%. A black car on the other end of the scale does the reverse, absorbs 97% and reflects 3%. Which paint job can you fry an egg on? No contest! Adding pigmented stains of umber, ochres and sienna's to clear coatings, or applying stain solutions to timber, does exactly the same as the "car" illustration. The darker the wood the hotter it will be, and

therefore the faster the breakdown.

CAUSE and EFFECT

Under heat, the lignin/cellulose cement, that forms the cell walls of timber breaks down, and results in the delamination of the film of varnish – lacquer – clear that was attached to it. Added to this process, the clear film sticking to the timber is also being "cooked" and eventually becomes brittle, accelerating the break-down. (see illustration 1) Through a reduction in elasticity. This coat is where all of the heat is accumulated, and eventually



causes it to become brittle. This is why all clears fail at the wood level. It is the coating closest to the timber that becomes the most brittle. Hence the delamination of the entire coating mass. The darker the timber the faster this happens. Resinous timbers such as Teak are protected from decay, by the sun drawing up the liquefied natural resin to the surface where it oxidises. When this happens it leaves a grey powdery residue on top of the timber, which in turn screens out the u/v radiation. Remove the layer and expose the attractive yellow grain and the same process begins again.

CLEAR COATING CHOICE

There are 2 basic options (a) Apply as many clear film coats as feasible within the original application plan: (b) Feed the timber with an oil on a continuous basis at regular intervals. If (a) is chosen (and usually is) then, it is essential to be acquainted with the obstacles that lie ahead On doors – windows – floors that have hard 90° angles, it is impossible to get the same film build on the edges as the flat surfaces. (see illustration 2) Therefore extra coats are needed to compensate for this. aggressive sanding

between coats should also be avoided.

Applying 3 coats with intercoat sanding, effectively means reducing the film to 2 coats.



Encapsulation of dust particles in prefinished layers of clear does no harm and – infact improves the U/V filtering process. In the final layers, these particles are not visable if embedded below the finish coats, so don't over sand.

Avoid conditions of high humidity or dampness, as clears are prone to moisture intake and will "bloom" by producing a milky appearance, which will necessitate removal Consider the exposure values. For instance – the top half of a panel door is more in shade by the eaves and therefore lasts longer. The bottom half will need more coats to compensate for the added exposure. Same values apply from North East to South West. Give the more exposed areas extra coats.

Outdoor furniture should be covered in a colourful canvas or fabric cover when not in use. This will preserve the clear coating for years with little or no effort.

When gloss finishes start to show a dulling-off, it is time to lightly sand and apply further top-up coats. Leaving this action too long will result in having to remove all the layers back to the bare wood.

Clear coat all timber surfaces wherever possible. Uncoated timber can lead to wood rot, and excessive distortion. A door that has no treatment on the top and bottom (most) will soak up moisture in damp cold weather and swell making the door closing difficult. This aggravated expansion and contraction will cause the timber to split along the bottom edge initiating the breakdown of the clear coatings.

(Continued from page 5)

SCREENING COMPOUNDS

Many clear coatings have limited, or no U/V filtering additives because of cost. In NORGLASS CLEARS, the selection and use of premium U/V inhibitors and stabilisers adds in excess of 20% to the product cost. These additives act as microscopic umbrellas to partially block U/V entering the timber while the u/v stabiliser scavenges the free radicals and converts them into harmless byproducts within the film....as a continuous process.

The global problem caused by U/V attack on surface coatings is mind-boggling, and especially with clear coatings. In spite of cutting-edge technologies and years of ongoing exposure trials and evaluations, NORGLASS current research shows there is no obvious solution available, in spite of all the research.

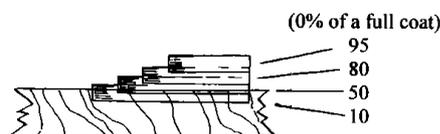
OTHER OPTIONS

Feeding the timber with a Teak or Cedar oil solution, rather than coating it up with multiple layers of clear film is sometimes preferred, in an attempt to maintain a "natural" look. Where this is used internally or on areas screened away from direct sunlight the finish is not only practical but can provide good service. However, on exposed timber it becomes a very temporary solution and will oxidise and fade within a short time. Once the oil has oxidised it then has to be scrubbed off, dried and re-oiled. If the size of the job is large, doing this several times a year can be a deterrent.

THE COATING PROCESS

Due to the wide range of timbers and grain densities it is difficult to generalise but consider what 4 coats on Cedar would look like compared to the same number on a dense hardwood like Jarrah. Obviously the Jarrah will not provide the same penetration because of grain density, therefore more of the clear film will be sitting on top of the surface resulting in a higher gloss level than the Cedar. On most timbers a 4 coat application will look like the example (in illustration 3), due to the absorption into

the previous coats, and that is with little or no sanding between application This is the point where most clear jobs are declared finished. In reality, this is the start of the finishing process. The first clear coat should be applied undiluted. Although it is possible to thin this down, there is normally no justification for it. However if the decision is made to thin, additional time has to be allowed for the solvent to evaporate before overcoating.



Before applying the second coat a very light surface sanding should be done to remove the furriness. After sanding, the dust in the grain should be removed by wiping down with clean rags soaked in an appropriate fast evaporating solvent – ie Methylated Spirits. Continue the coating process until a uniform gloss layer is achieved (4-5 coats with little or no sanding between coats). At this stage, if the surface is not in direct sunlight a Satin finish can be applied. With a uniform gloss value, the satin layers will likewise be uniformly satin. If the satin had been used on the previous build-up coats it is likely that variations in the finish will occur because of differing grain densities affecting different rates of absorption, of the clear coatings.

On areas of maximum exposure a further 4 coats should be considered and applied within 2 months. It is advisable to keep a diary on these applications to ensure the coats do happen. With NORGLASS single pot clears it is not necessary to sand between these coats provided no more than 3-4 weeks elapse between them. What is needed is a wash down with detergent and warm water and dried off with a chamois, prior to coating. With NORTHANE clear a light sand is required if more than 48 hours elapses from the previous coat.

WHAT PRODUCT TO USE?

Selecting the right clear can be confusing so the following guide is presented to assist this choice.

WEATHERFAST MARINE VARNISH

This product is constructed with an alkyd resin which provides a superb high gloss. These resins are thicker than polyurethane resins and give a higher film build (on a coat for coat basis). On doors, panelling and super structures this is the preferred product. However, on floors or traffic areas, alkyds are too soft to handle that type of abrasion.

WEATHERFAST POLY CLEAR

This is a fast drying tough coating for general timber surfaces and will withstand traffic. Ideal on tables, handrails, floors and walls. Available in gloss (and satin for shaded areas).

NORTHANE CLEAR (2 pack polyurethane)

The toughest clear gloss finish. Ideal on benchtops, high traffic floors, racing skiffs, food service areas, fish ponds, terracotta pots and a multitude of other applications. Northane Clear is unlike all other single pot clears oils and varnishes which yellow with u/v exposure. It stays "waterclear" for the life of the coating and can be applied over paint coatings to produce a tough "glasslike" waterproof film with graffiti barrier properties. It is waterproof and non-toxic in the cured film making it ideal for food service areas.

WEATHERFAST PREMIUM TIMBER OIL

A fast drying urethane oil with U/V inhibitors and stabilisers to feed timber such as Teak, Cedar etc for a natural finish look. Requires regular maintenance.

NOTE:

With the exception of NORTHANE CLEAR, all other clears will have a pale honey-coloured appearance. While this is not a problem when applied to timber, using these clears over a pigmented paint finish will result in patchy discolouration as the film ages. If a clear finish is desired over a painted surface NORTHANE CLEAR, which is water clear should be used. If compatibility is considered an issue, contact **NORGLASS TECHNICAL ADVISORY SERVICE on (02) 9708 2200.**

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**

FOR SALE A classic 15ft clinker construction putt putt on a registered trailer, based in Sydney. The boat was built up on the north coast as a drift netter and is about 80 –90 years old. The hull shape travels very easily through the water, with a Blaxland Chapman 31/2hp engine, which runs well and comes with a spare carburettor. Happy to provide assistance, after the sale, with engine operations. Price \$3500. **Contact Jim Willett** 041 9874 005

For Sale
The Association has a good supply of vests with our logo. I've purchased one for the northern climate. They have great pockets and a great internal pocket for carrying the mobile. Contact Chris Goddard or Phil Turvey for pricing and sizing.

To all you readers that check out these ads, due to me being on the road again, this edition of Scuttlebutt has been produced from my trusty laptop, That means most of the new ads are sitting on my computer at home, I'll upload them to the web version when I get home next week and ensure they are in the Jan 2011 edition, Jeff

For Sale
"Magic Medicine"
19ft Clinker Launch



10-12 Simplex motor with fwd & rev.
Teak laid deck, Canvas Sun Cover and storm cover
Lovingly restored by John Gettens
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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.



For Sale, 2 Marine gas stoves, 1 Rinnai with gas bottle, 1 unknown brand.

Best offers for either or both, ring Ron Herbert 0297186661

For Sale.
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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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Hull by Sportscraft/Ryde circa 1963. Sails by Gail & Rimington. Hand made balanced and leathered oars
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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 Eranson at meetings or call him on 95207557	

The Stern + Flotsam & Jetsam

Merry Xmas to all, Santa needs to bring us a new President, so if you have one spare, send him along to the Association, all jokes aside we by far, are the largest WBA and we cannot find someone to take us into the new year, makes you wonder, well that's my "tanty" for 2010, have a great new year

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they consider best boat of the festival. On the morning run I had my eye out to cast my vote and with so many pretty boats, I was looking for something special, so when I cruised alongside Sandpiper II, camera clicking, I thought oh! It's a fiberglass boat but what a honey. Relatively high bow, raked with a sweet sheerline coming down to a low, squat, quite fat transom, 20 foot plus in length and quite beamy. She obviously caught some others eye as she took out the award and surprise, surprise, owner/builder Ted Euwing said she is strip plank, well done Ted. After lunch there is one more run up to the top of the Inlet led by Mal for the Diehards.

The focus for our weekend fun in the sun on the South Coast is the boaties and there boats, so there is a lot of on water activities mixed with social and we seem to have a good blend as we get a lot of encouragement from our visitors who make a big effort to get here. Throughout this article I have named many participants and organizers, people who most of you, reading this won't know, but we can fix this....**Narooma Boats Afloat 2011 November 25, 26 and 27.** Chris Magill. 02 44763370



For Sale Margaritaville is a Thomas Gillmer Design, built at Peter Bracken's boat shed in the southern suburbs of Sydney and launched in 1992. Sloop rig, oregon planked with spotted gum frames, glassed decks, full teak cabin and a full keel. 28 1/2-ft overall, 6-ft 3 headroom, large cockpit, 24HP Yanmar diesel engine overhauled, low hours, excellent set of near new sails including spinnaker, roller furling head-sail, lazy-jacks, boom bag, self-tailing winches, sleeps four, toilet, sink, stove, stainless steel water tank, deck shower, BBQ, Waeco fridge, twin batteries with isolation switch, twin electric bilge pumps, solar panel, Lowrance depth sounder, 27mg radio, compass, fan, stereo, brass porthole windows, brass lights and gunnel strip,

window blinds, mooring cover, camping covers, boom tent, cockpit cushions, rear pushpit seat, fenders, safety gear and much

much more! A very special vessel in beautiful condition. First time offered for sale in 12 years. Mooring available in Middle Harbour also. Regretful sale. \$58,000 neg (currently insured for \$58,000) Call Ferdinand on 0410 526 959 or email:

sandybeach@froggy.com.au

More information on yachthub.com.au

For Sale

"Classic 19ft Timber Clinker with 16 hp Yanmar Diesel engine. Well maintained recently anti-fouled and painted. New windows, new propeller shaft/coupling, refurbished fuel tank and dual battery set up. Includes all necessary safety gear plus lots of extras. Ready to go fishing. \$10,900 contact Chris 0419290314 chris.trayes@gmail.com



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