

# Scuttlebutt

OCTOBER 2021



*Aster under close inspection  
Read Aster's story on page 4*

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President  
Peter Widders  
0481 583 794



Vice President  
Bill Thompson  
029654 9235



Secretary  
Nick Lawther  
0407 236 999



Treasurer  
Malcolm Boyd  
0412 797 479



Membership  
Secretary  
Ross Andrewartha  
02 4739 3706



Member  
Malcolm Wright  
0425 344 813

**The Wooden Boat  
Association of NSW  
inc.**

**PO BOX 884 Gladesville**

**NSW, 2111**

**[wbansw.asn.au](http://wbansw.asn.au)**

**[secretary@wbansw.asn.au](mailto:secretary@wbansw.asn.au)**



Member  
Sally Ostlund  
0425 330 559



Member  
Ross Marchant  
0475 001 028



Member  
John Gale  
9971 0088



Member  
Denis  
Songeon  
0423 115 354



Non- committee position  
Editor and Web Manager  
Greg Widders  
0435033278

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# PRESIDENT'S REPORT

Peter Widders  
OCTOBER 2021

## News Update on General Meetings

The Committee has decided that the general meetings scheduled for **November (Annual General Meeting) and December (Christmas Party and Hal Harpur Award) will be cancelled**. It is hoped that we will be able to resume general meetings in January 2022: this will be dependent on Health advice and whether Dundas Sports Club is able to resume operation.

Please see 'On the Horizon' for a tentative schedule of WBA events.

## RMYC Timber Boat Festival

The Committee has also made the difficult decision to withdraw the WBA's application for a stand at the Festival. The organisers have advised new dates for the Festival which will now be held on 27 and 28 November. Members may still elect to apply to have their boat at the Festival.

## A Boatbuilding Boom?

Information from a variety of sources has me wondering if we are in the middle of a boatbuilding boom. Last month (E News and Scuttlebutt) mention was made of projects being undertaken.

It is particularly encouraging to hear news of **new-build projects** underway:

**Ian Smith** is well advanced with the build of his **Ranger 24 gaff sloop** and even scored a mention in the Currents section of Wooden Boat No 282 (September/October 2021).

**Bill Thompson's** new build of a **22 ft Putt-Putt** was featured in the September issue of Scuttlebutt.

Not content with the recent launching of his Oughtred-designed Gannet (See Splashdown in this issue of Scuttlebutt), **Neil Henderson** is embarking on the build of a **Caledonia Yawl**, also an Iain Oughtred design.

**Dick Bedell** is also a member of the serial boat builder club, and has a **Paul Gartside design No 228, a 6m inboard launch**, underway.

**Greg Widders** (Editor of Scuttlebutt) has a **10ft self-designed row/sail skiff** underway.

**Phil Heaney** is close to completion on his **32ft self-designed motor sailer**. We look forward to further construction updates from Phil and news of the launch of the boat.

**Jamie Snodgrass** is putting the finishing touches to an **Iain Oughtred-designed Tirrick**.

**Michael Coleman** is another of our 'serial' boatbuilders who

has adapted **Iain Oughtred's MacGregor Canoe** design as a 14 ft sliding-seat rowing skiff with a transom.

Please accept our apologies if we have missed giving your project a 'plug': here is your chance to set the record straight and share your project with the membership.

## In Scuttlebutt this Month

**Member, Bob Tullett**, forwarded an article from Coast Magazine on the **Wooden Ship Builders of Brisbane Water**. The article is reproduced here with kind permission from Coast Magazine.

**Ross McLean's** series on **Thunderstorms** concludes in this issue.

Our occasional column, **Splashdown**, features **Neil Henderson's** launch of his Oughtred-designed Gannet.

Member, **Dick Bedell**, shares an outing on Narooma's Wagonga Inlet, including a socially-distanced morning tea.

## Annual General Meeting

As outlined at the head of this Report, the **WBA Annual General Meeting** will now be held on Tuesday, 15 March 2022. It is expected that the 2021 Hal Harpur Award presentation will also take place on the same evening. Members will receive a **Nomination and Proxy Form** in the next E Newsletter. Members who do not receive the E Newsletter can obtain a form from the President (pwidders@yahoo.com.au).

### Stop Press

As this issue went to press, we received the sad news that Bob Tullett had passed away. Bob was a former Secretary of the WBA and a long-time supporter of WBA activities and endeavours. Bob was also, with Barbara Tullett, the inaugural winner of the Hal Harpur Award in 2001.

**Keep safe and connected until we can meet again.**  
**Peter Widders**

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# ASTER'S STORY

By ROSS GARDNER

## Technical Bits

Dimensions: LOA 18' 3", Beam 7' 10"

Construction: Batten seam construction with copper fastenings, Spotted Gum keel, stem, timbers, stringers and risers. Planks are New Zealand Kauri, thwarts Australian Cedar and the current deck is White Beach, the original deck was Australian Cedar. The spars are Douglas Fir.

## Timeline of Aster's Life

### Early Childhood

Aster was built by my grandfather Harold Gardner in 1911 in the backyard of his home by the water in East Balmain. She was present when the ships of the newly formed RAN entered Sydney Harbour in 1913, The Prince of Wales' visit in 1920, the scuttling of HMAS Australia in 1924, The Rodney Disaster in 1938 and The Royal Visit in 1954.

She was originally built as a sailing boat with an 8HP Frisco auxiliary engine fitted aft of the centreboard case. In 1935 a half cabin was added and she was used as



a motor launch until 1940 when my grandfather died.

Aster was laid up during the war and not used due to the petrol rationing at that time. In 1945 my father removed the engine and the half cabin and converted her back into a sailing boat and she was used for picnics and fishing trips on Sydney Harbour and The Lane Cove River.

### Disaster Strikes Easter 1983

It was blowing a very black Nor Easter on this Saturday afternoon and on the very exciting run home from Bradleys Head to the Harbour Bridge the keel split from the aft end of the fin case to the old propeller shaft stern tube hole. We arrived home in a "sinking" condition but very fortunately were able to manoeuvre her directly on to our slipway before she sank completely. Aster was 72 years old at this time and the choice was either a Viking funeral or a total refit.

### First Refit 1983 - 1984

This refit consisted of many things, a new keel, stem post, garboard planks, centreboard case etc etc etc, much swearing and a lot of blood sweat and tears. She was relaunched in 1984 and sailed on for another 20 years.



### Second refit 2004

In 2004 I decided she needed some new timbers, centre thwart and knees and a new and wider beech deck for the added comfort of the aging and sagging gunwale bums. A higher combing was also added to appease the mutinous crew from the discomfort of "Riviera wash".

### Aster 2021

Aster now sails with a much reduced rig and I can easily sail her single handed in most conditions even up Humbug Reach (Lane Cove River) in a black nor easter. For those that know this particular stretch of infamous water this is no mean feat even with many hands on deck.

### Conclusion

I have more than 70 years of memories of Aster and I love them all (even scraping and painting the bottom). She is the first boat that I can remember and I have many happy memories of being taken on picnics to Nielsen Park and sailing home under the Harbour Bridge at dusk with our trusty paddles stowed under the aft thwart, these paddles were affectionately known as "the after darkers" and were often required once the wind finally gave out usually about Long Nose Point ferry wharf.

Aster has had a long life and seen a lot of history on Sydney Harbour and participated in many of the early SASC Gaffers Day races.

She is unique and of a bygone era but she has a heart and soul that is something very precious and she is made of wood!



# THUNDERSTORMS 101

## Life & Times of Thunderstorms or 'How You CAN Avoid Them' - Part Four - Facts & Fiction of Thunderstorms

By Ross McLean

The common Dangers, Facts & Myths associated with Thunderstorms are, well see ... for ... yourself.

### THUNDERSTORM DANGERS –

- Line squalls from sides of Thunderstorms.
- Micro-bursts from sides and especially the rear of Thunderstorms. (Gusts can be in excess of 160 kph, (approx. 100 mph).
- Lightning can strike up to 37 km, (20 Nautical Miles), from the face of a Thunderstorm.
- Dangerous hail from Supercell Thunderstorms.
- Tornadoes &/or Waterspouts from Supercell Thunderstorms.

### THUNDERSTORM FACTS –

- Thunderstorms can be 26 km (15 Nautical Miles), in diameter.
- Thunderstorms directly affect you for a minimum of 20 – 30 minutes unless they form into clusters or Supercells.
- Thunderstorms travel at up to 60 kph, (approx. 35 mph).
- Thunderstorms can be as much as 12.5 km high, (approx. 40,000 feet) and occasionally higher.

### LIGHTNING MYTHS & FACTS –

**Myth** – If it is NOT raining, there is no danger from Lightning.

**Fact** – Lightning often strikes outside of heavy rain and may occur as far as 37km, (20 NM), from the face of a Thunderstorm.

**Myth** – The rubber soles of shoes or rubber tyres of cars will protect you from Lightning.

**Fact** – Soles of shoes and rubber tyres offer **NO PROTECTION** from Lightning, however, the steel frame of a hard-top vehicle provides increased protection as does the cabin of your boat, if you do not touch the metal as this is based on the Faraday (cage) Principal.

**Myth** – People struck by Lightning carry an electrical charge and must not be touched.

**Fact** – Lightning-Strike victims carry **NO electrical charge**, and **MUST be attended to immediately !!!**

**Myth** – Heat Lightning occurs after very hot summer days and poses no threat or danger.

**Fact** – What is referred to as Heat Lightning, is actually lightning from a Thunderstorm that is too far away for thunder to be heard, or the storm itself to be seen clearly. However, it could be moving towards you, or in the next valley in mountainous areas.

**Myth** – You can always see a Thunderstorm coming.

**Fact** – In mountainous regions the Thunderstorm may be obscured by an adjacent ridge or the Thunderstorm may be forming immediately above you.



This Thunderstorm formed above the author while on Sydney Harbour in a charter boat and travelled northeast from Bradley's Head. The Mammatus formation gave it away. Within 20 minutes, lightning was seen in the cloud above, so it was back to the barn for us.

### ARE YOU IN THE THUNDERSTORM'S STRIKE ZONE ?

1. Wind increases as Thunderstorm gets closer.
2. Intervals between lightning and thunder decreases – Seek shelter if possible.
3. Wind will drop and may die away completely – Lull before the storm.
4. You may experience 'St Elmo's Fire' on your VHF aerial indicating extreme electrical activity overhead. (St Elmo's Fire is electrical build-up on communications aerials, masts or rigging causing a greenish glow).
5. You may observe the 'Light at the end of the Tunnel' effect of a pre-dawn glow ahead of you as you near the rear or side of the Thunderstorm. (This would indicate the 'Blasting Beacon' \* because when you reach it, a Micro-burst or squall is likely to occur). \*Indicates Author's terminology.
6. Wind returns with a vengeance – often coming from the opposite direction to previous and with dramatically increased strength. The best option for sailing vessels is to run with it, as attempting to heave too may cause you to broach onto your beam end, (side).
7. Severe drop in temperature may accompany the New Wind.  
**NB – Duration can be as little as 20 – 30 minutes, so seek shelter and wait it out.**

## WHO IS MOST LIKELY TO BE STRUCK BY LIGHTNING –

Lightning isn't particular, so you do have to be fairly unlucky, or foolish.

On a scale of 1 – 10 the list holds some very interesting facts, however, sailors and those walking or climbing tend to swap about from year to year as to which of the 2 groups is struck the most.

Golfers are top of the list each and every year at 10 on the Lightning strike scale, and nationality plays no part in it, just pick a country and it is about the same in any of them, but the USA holds the record to date.

Next, we have 2 groups – Sailors, (outdoor water sports) and Hikers/Bushwalkers; Rock Climbers; Mountaineers; at about 6 on the Lightning strike scale.

Lastly everyone else, you and me just going about our daily activities, excluding the above, at 1 on the Lightning strike scale.



In the photo taken at South Head, near Macquarie Light, Lightning struck close to the lighthouse, and knocked out power, seconds after the photo was taken.



In the photo taken at Bondi Beach, just as the squall line actually reached the beach directly overhead, the wind shifted 180 degrees to the south, sending anything not tied down hurtling along the beach, which was pretty much everything on the beach. Towels, umbrellas, clothes and bags were all hurled at speed towards the northern end of the beach. Several people were seriously injured from flying objects, and a great many from being effectively sand blasted from the loose sand hurled at them, at many kilometres per hour.

## ROUND UP –

Thunderstorms can be very serious things to encounter indeed, but knowing what we have read here, will give you a decent chance of avoiding injury or death. We are often outdoors when these beasties come trundling along, so knowing some facts and science, should give you peace of mind to a certain extent.



On the water we say when sailing and observing the rules of the road, 'when in doubt, go about.' The same applies to Thunderstorms.

Don't be afraid to venture an opinion based on what we have learnt here.

## A CAUTIONARY TALE –

My son when hiking in the USA, in rugged and very tall mountains, he heard the rumble of thunder, and suggested the group seek shelter where they were until the storm, invisible to them on the other side of a mountain, had passed by. The expedition leader, (an experienced mountaineer), said they needed to cross the meadow in the valley in front of them, where they could seek shelter in the woods on the other side. No sooner had they reached the stream in the middle of the meadow, than lightning struck the ground about halfway between the woods they had left and the stream. Needless to say, they ran as fast as they could to the next tree line in front of them, with lightning striking the ground behind them or flashing overhead. No one was looking to confirm either. When they reached the tree line, my son suggested they all seek shelter low down and under fallen logs, not granite outcrops. This they did and the storm passed by. It also did not rain.



When asked by the mountaineer about his knowledge of Thunderstorms, he explained what he could remember, adding ... **if you hear it – fear it; if you see it – flee it!** The Golden Rule for Lightning.

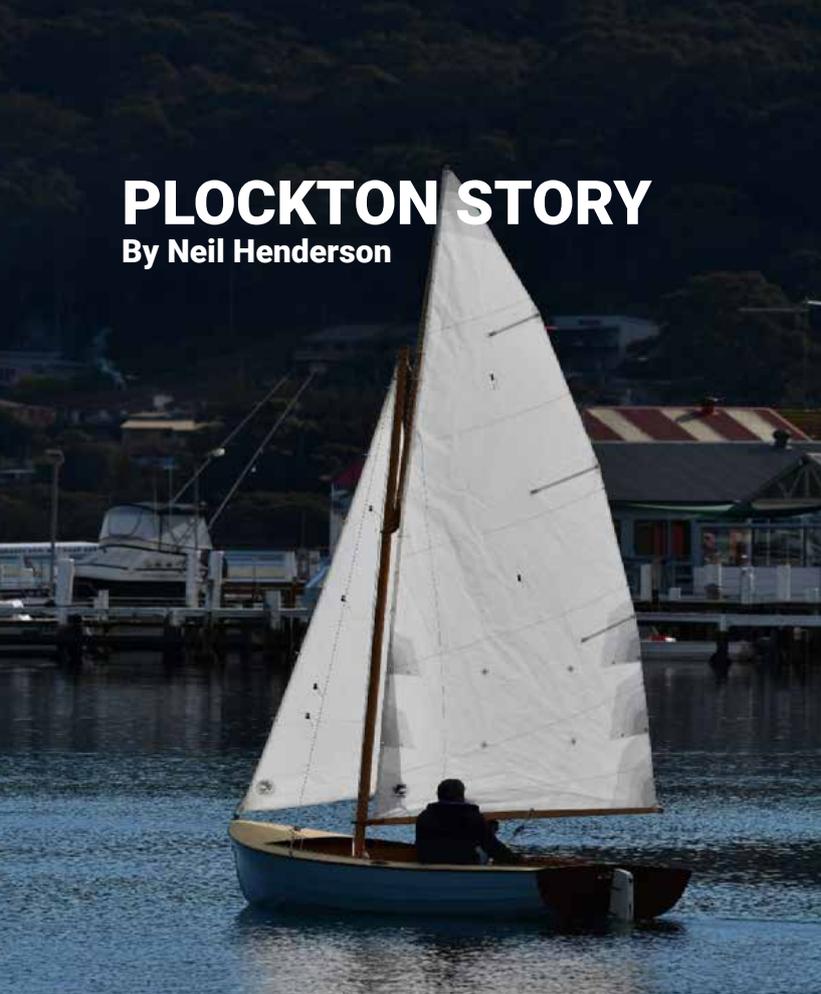
Do the same and have a great day out ...

Well that's all folks, any questions?  
See you round the traps ...  
Rossco



# PLOCKTON STORY

By Neil Henderson



This a hopefully brief writeup of my most recent (my third) boat build and launch. Her name is Plockton, named after the village in Northwest Scotland where we spent some of our happiest holidays as a family, often messing about in boats which I loved. Plockton was launched on the 17th June 2021 at Narooma in Southern NSW on a day with very little breeze but beautiful sunshine

Plockton is a 14' 6" glued clinker planing sailing dinghy designed by Iain Oughtred (his Gannet design). I used to sail quite a lot in my earlier years and used to particularly enjoy racing at speed so thought I should see if I could still manage a quick dinghy before the opportunity passed me by. As I write this I still don't have the answer but we shall see. The Gannet I have built is extraordinarily light weight as it is made of 6mm Gaboon faced plywood and has no ribs so she weighs about 110 kg fully rigged! I did get concerned about her strength after I had made the hull and we flipped her over to start the internal fitout but I've found that Iain's design makes for a light but very strong structure because he has three thwarts running across the hull (2 across the top of the centreboard case) and the thwarts are screwed (I don't glue any seats into a boat if I can avoid it) to cleats glued inside the hull. These thwarts when combined with knees, breasthook, inwale work well.

For timbers I used a mixture : Hoop pine for the keelson, keel and inwale, carlin etc... as I did for the build of my motor launch Bella, Brunyzeel ply for the hull and decks, Douglas fir for the Stem, breasthook and centreboard case, Sitkas Spruce for the spars, Spotted Gum for the gunwale, Australian Cedar for the transom, Western red Cedar for the coaming, common pine for thwarts and sole.

Plockton was built out the back of our house here in SouthEast NSW under a 6mx6m pergola that we have roofed when we bought the house. I love building outside as long it is not raining and have lots of local wildlife that come to visit including a rather large diamond-back python.

The entire hull was sealed with Norglass 2-part sealant that goes on like water so I slosh sealant on till the timber will take no more, I do this inside and out after which I painted using Norglass enamels. Making spars was a challenge for me as I'd never done this before and I was using long lengths of 75x75 Sitka Spruce which are not stunningly cheap. Fortunately I avoided costly errors and got reasonably skilled at using a sparmakers gauge and sharpening a Stanley #5 plane. We ripped the mainmast in half and hollowed out each side before gluing back together – hollowing out was difficult. I am thinking of making a birdsmouth mast for my next build.



I got the sails made by Neil Tasker at Barracouda sails and must admit they seem very well made so I'm very happy with these. The trailer came from Dunbier and is great though it did delay the launch by several months because Dunbier got caught up in the Melbourne lockdown.

I trial launched Plockton at a nearby ramp only to find that I had significant leaks around the front end of the centreboard case – this took another 4 trial launches and weeks of work to resolve so I shall be taking steps in future builds to ensure I don't repeat this. Basically it happened because I rushed the fitting of the centreboard case and did not ensure I had squeeze out all the way around where case met keelson. We all learn lessons during boat building and this was certainly one for me!!

My next build – I was going to build a Somes Sound 12 ½ designed by John Brooks which I think is one of the most beautiful boats I could build. But I changed my mind after making the moulds for the SS and have now started a Caledonia Yawl designed by Iain Oughtred. I am limited to 2 boats in my parking space so at some point Plockton will be sold but before then I want to sail her on gentle sunny days.



Thank goodness for NSW RMS and their statements starting on 15th August and later revisions which spelt out who can do what on the water.

It opened a window for those of us not in an area of concern. Floating the suggestion that we have our monthly outing to a bunch of not-so-young men who look after their health as a priority it was never a certainty. Much to my surprise everyone just wanted to get out there. Wagonga Inlet at Narooma was chosen in case the rules changed and we were restricted to 5 kms in the future. Let's go while we can is the only way to consider things in these times.

On the day two sailing dinghies, two electric boats and a diesel half cabin launch turned out. Two sailors on one boat, everyone else single handed. No rafting up, drifting and chatting worked fine for both breaks.

From far to near in the photo at morning tea we have Neil Henderson in Plockton, a gunter-rigged Oughtred Gannet managing to sail in the lightest of breezes. Flying the red burgee of the ACT Traditional Boat Squadron is Graeme Garner in Ampitous, a fourteen and a half foot day-sailer designed by William Bollard. Graeme converted it to an electric runabout by installing a 1.4kilowatt electric motor. Peter Hawker [yellow hat] is in Ample, a Selway fisher Port Pegasus with an extra plank on the sheer for good luck. Michael Hale took a cruise with him as crew. In the foreground is Flinders the author's Gartside 12ft dinghy design number 130. All four boats were built by their owners.

Sharp tools and fair winds!



# THE PAYNESVILLE REPORT ABOUT WOODEN BOATS

By Chris Dicker

It is difficult to write a report when you simply don't get out and about. Far from looking for excuses I am very happy to leave the outside world to someone else. We drive down to Westwind once a week and take her out for a motor or a sail. We are allowed 5 kilometres from our front door. Our mooring is 5.4 k away so for the last .4 of a kilometre we sit very low in the seats and when we get home give each other a good telling off.

Our long suffering editor has unwittingly endorsed 'The Paynesville Report' as a platform to write about subjects other than wooden boats on the proviso that I put a snippet in the boat building section. Fortunately I have a rotten, worm eaten old thing in the shed that will do. Did I mention electrolysis; well more on that later.

We have had some good spring rain here in East Gippsland and have seen our creek embodied with water even beyond it's banks. The rush and flow of this most heavenly elixir is a vision of hope that the earth may continue yet. We have many birds here from a magpie family to

the tiniest finches to wedge tale eagles. We don't feed any of them but I have provided several bird baths, which I keep clean and full. They are well patronised.

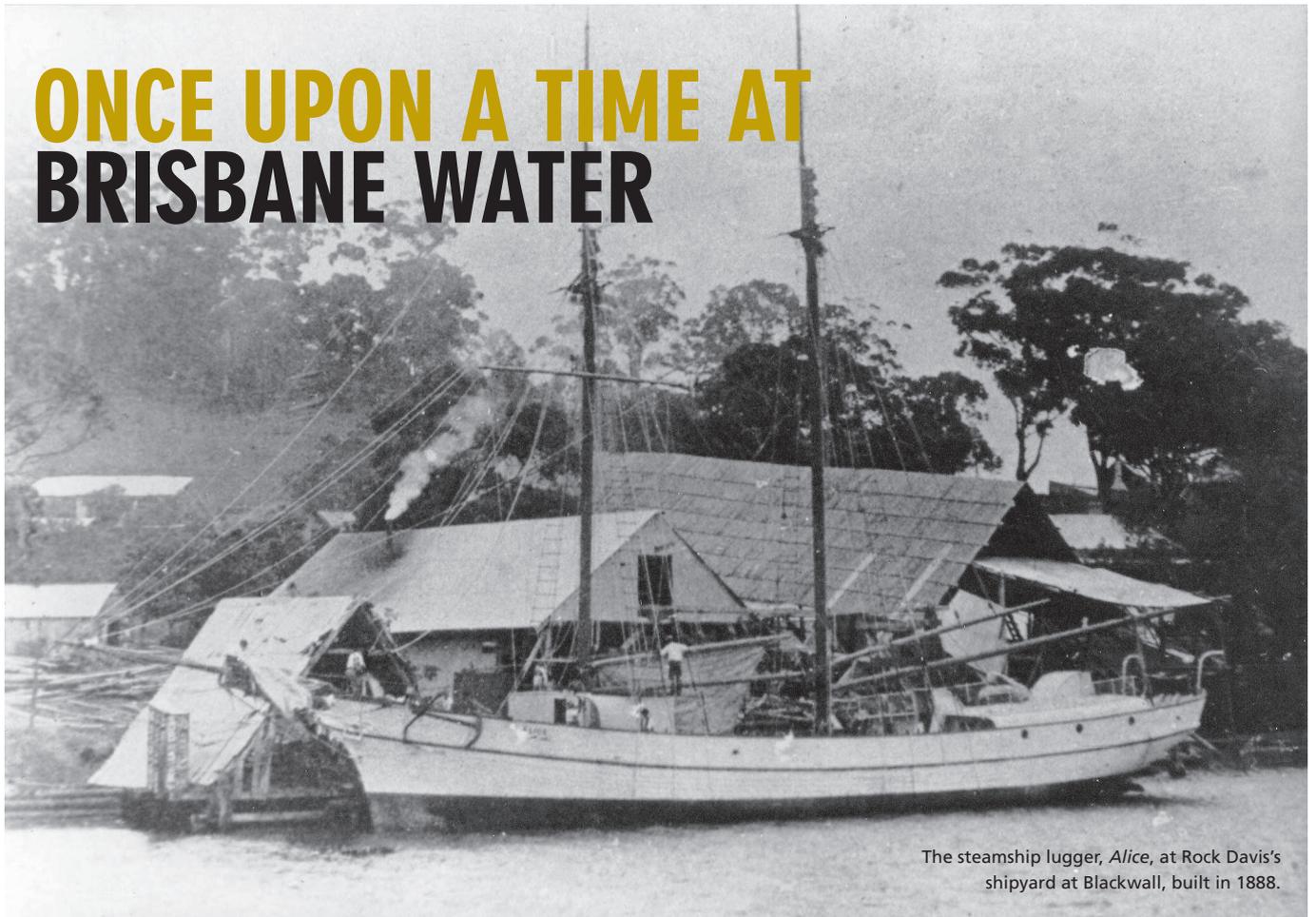
I used to think that creatures like birds, dolphins, whales and insects were from another world but I am slowly realizing the possibility that us humans are the aliens. After all we are just one species, 'they' are many thousands of species. How special are we.

On an even brighter note I have spent the day with our Landcare group helping plant another 2000 trees along a creek that runs into 'our' creek. That will make over four thousand trees just for our small group of 22 members. I believe other Landcare groups in this area have planted 50,000 trees, shrubs and grasses this year. Our own property has another 400. They all have white guards around them and people ask are we planting a forest. Yes....we are.

It seems that we have reached the stage where any amount of planting cannot reverse the consequence of rape and destruction, especially of old growth forests. A wonderful quote I have heard several times, 'When all is lost we must consider the next step'



# ONCE UPON A TIME AT BRISBANE WATER



The steamship lugger, *Alice*, at Rock Davis's shipyard at Blackwall, built in 1888.

## THE WOODEN SHIPBUILDERS

The countryside around Brisbane Water estuary on the Central Coast – named after the 6th Governor of NSW, Major-General Sir Thomas Brisbane – was known for its fine growths of blackbutt, ironbark, mahogany, spotted gum and colonial beech timbers. Much of the timber was found to resist marine borers (known as shipworms) so was ideal for shipbuilding. It was because of this, and easy foreshore access, that shipbuilding yards sprang up along the estuary in the 1800s.

The Darkinjung peoples had long built boats, canoes and rafts in the area, and the first known vessel reported to have been built there by the early European settlers was by Robert Henderson in January 1830. His 14-ton sloop, *Sarah*, is thought to have launched from his property, *Veteran Hall*, on the southern side of what is now Saratoga. It was not the first ship built by early European settlers in the area, but previous builders' names were not recorded.

Shipyards were soon to be found in Kincumber, Davistown, Blackwall, Daleys Point, Bensville, Point Frederick, Green Point and Gosford, with the most prolific being Rock Davis's yard at Blackwall. Beyond Brisbane Water, there was also a shipyard at Terrigal Haven.

At its peak, between 1861 and 1880, 200 vessels were launched from these yards. In all, 500 registered vessels were built at Brisbane Water, though many more were not officially recorded.

The earliest cargo ships from the Central Coast carried timber and wooden shingles (in their thousands) to Sydney and up and down the coast, as well as shells to be burnt for lime (a component in mortar), bark for huts, mangrove ashes for soap-making, fresh produce of maize, onions, sugarcane, bananas, wheat, and live pigs.

Significant sand movements in the channel close to Box Head, Little Box Head, Lobster Beach and Half Tide Rocks were the bane of the shipowners, as it can be for today's sailors navigating the channel. Vessels usually left Brisbane Water on the rising tide so they could more easily clear the bar at Half Tide Rocks. Irrate locals called for beacons to mark the danger points, as well as dredging of the channel, and even the removal of the reef. The Woy Woy channel, too, was an issue between Pelican Island and Brickwharf Road.

An indication of how notorious conditions were for sailors at the time, is that 300 of the locally built vessels foundered or were wrecked, mainly in storms or on dangerous river bars. »

Others were wrecked or sunk in World War II. Boilers, too, were known to explode, resulting in the sinking of these unfortunate vessels, and often the death of their even more unfortunate crews.

With the advent of iron and then steel ships, timber shipbuilding in the area faded as a viable industry. World War II saw a number of smaller ships built for the American navy but, by the 1940s, Beattie's shipyard on Cockle Creek (now known as Cockle Channel, Daleys Point) was the last remaining working shipyard. By 1959, only one or two wooden vessels were still being built in places like Hardys Bay.

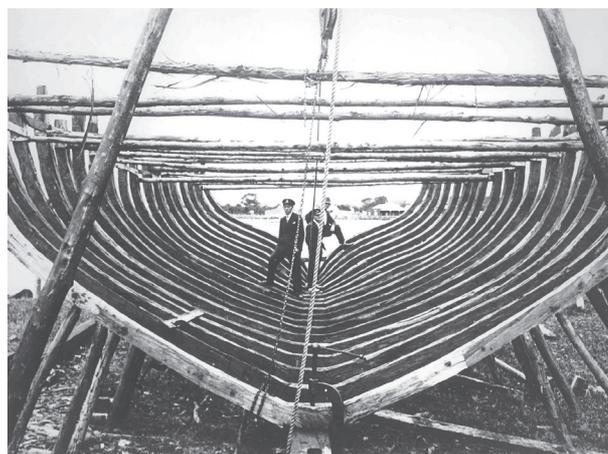
The names of the early ship builders live on in local suburbs and street names, as well as in the names of islands on Brisbane Water. Although the list below is far from complete, some of the shipbuilders whose names live on, include:

**Robert Henderson:** (8 ships.) He was a farmer, grazier, mariner, constable, shipowner, shipbuilder, and publican. His name was also linked to smuggling spirits in Broken Bay but he escaped any charges 'through legal technicalities'. Henderson Road in Saratoga is named after him.

**Davis brothers:** Benjamin, Thomas, Rock, Edward, as well as Rock Jnr and Ben's son, Arthur. (775 ships.) The brothers, sons of William Davis, were all said to be very tall, strong and handsome, and dominated shipbuilding at Brisbane Water over a period of 65 years. The first to open a yard was Benjamin. He built at the rate of one or two vessels per year and registered his first vessel, *Venus*, a clinker-built 27-ton ketch in 1848. His brothers set up adjoining yards, each in their own right, and their shipbuilding was to extend from Davistown to Point Frederick, Gosford, Blackwall, Terrigal Haven, and Bensville. The last was named after Benjamin Davis, with Davistown named after the family.



Ben Davis's first home built on the Norton Grant at Bensville, after his move from Davistown.



MV *Erina II*, built by Arthur Davis and Sons at Empire Bay in 1934.



Davistown waterfront, c 1928.

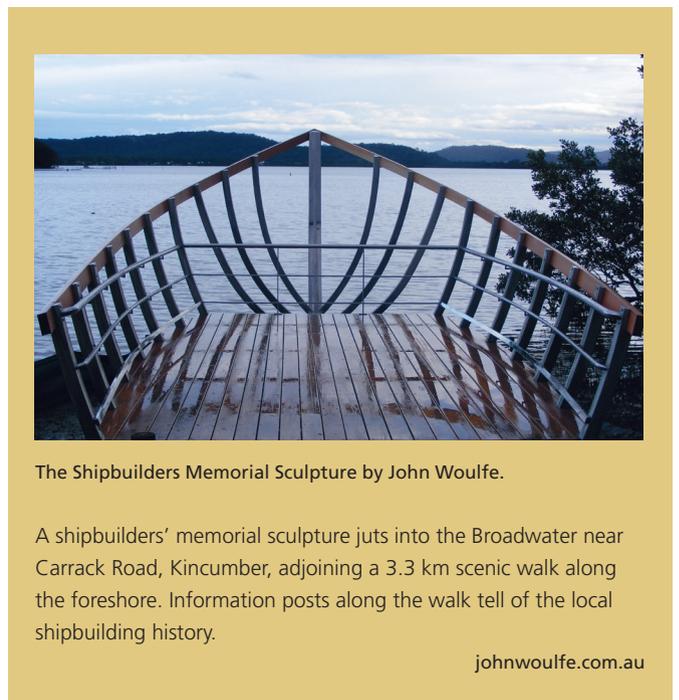
*Codock II* a heritage ferry (built at Cockatoo Island, Sydney) is now at home in Davistown.



**Riley family:** (3 and possibly more ships.) Shell Island in Brisbane Water was bought by John Riley, a ticket-of-leave Londoner, in 1855. He grew bananas, ran cattle and used seaweed as fertiliser, and the first known shipbuilding on the island was in the 1860s. James Riley, his second son, is the registered builder of a ketch and numerous 10-footers. His brothers were William Riley, a captain, and Thomas Riley, a shipwright. Rileys Island and Rileys Conservation Reserve are named after the family.

**George Wagstaffe:** (281 ships.) Known as Captain George Wagstaffe, he was a farmer and master mariner who shipped produce to Sydney from Brisbane Water and the Hawkesbury River. He launched his first vessel in 1903 from a land grant known as Mulhall, at a place the Aborigines called Kourung-gourong (a name still used for the northern point of Wagstaffe). Although he was a relatively short-term resident (15 years), the village of Wagstaffe was named after him.

An excellent history of the shipbuilders is available in Gwen Dundon's book, *The Shipbuilders of Brisbane Water NSW* (Openbook Publishers, 1997).



The Shipbuilders Memorial Sculpture by John Woulfe.

A shipbuilders' memorial sculpture juts into the Broadwater near Carrack Road, Kincumber, adjoining a 3.3 km scenic walk along the foreshore. Information posts along the walk tell of the local shipbuilding history.

[johnwoulfe.com.au](http://johnwoulfe.com.au)

# BUY SWAP and SELL

WBA may place a non-commercial ad free of charge for 4 months. The ad will also be placed on the WBA Website for 4 months.

Members are asked to consider a \$25 donation to the WBA on their sale of an item. Non-members are charged \$50 for a print-only ad (picture + text) and \$80 for print + website.

Please advise the Editor if an item is sold.

NOTE: Free items – no charge – contact the Editor.

**FOR SALE** - Onrush is an 18 foot ex Navy Gig. Built from teak and converted to a pocket cruiser by Naval Architect Len Hedges. He rebuilt the boat from the keel up and glassed inside and out. Onrush is gaff rigged, sleeps two in her canvas cabin and has many sails, a VIRE engine and comes with the stock of spare parts bought from the VIRE company agent, when he retired. Moored in Pittwater. \$5,500 Ring Cavan Lenaghan 0418 404 154



**FOR SALE \$1500 ono** - Fisherman 14ft Motor boat built from huon pine and spotted gum ( Plans included and Attached )  
Hull 90% Complete ( Pictures Attached )  
All spotted gum and huon pine to complete the project  
Bronze propellers: x3  
12" - 10 3/4" & 9"  
Equipment:  
13" Thicknesser Bayer 1500W  
Ozito Band Saw  
Jason Wagemans - Contact me: 0401 083 409  
braeng21@optusnet.com.au



## FOR SALE

True craftsmanship is evident in this 16ft rowing/sailing wooden boat. Designed by renowned US small boat designer Phil Bolger, a lightweight version of the traditional fishing dory used by East Coast USA fishermen. Stitch & glue plywood construction, epoxy sheathed. Sails quite well, sail provided, also oars, spars, and hand trolley for moving the boat. Boat fits comfortably on a 1.8 x 1.2m trailer, drawbar extended. Please email Zoe at zflanaganfield@gmail.com  
Price -\$4,500



## FOR SALE Acorn Skiff ( Designed by Iain Oughtred )

Beautifully crafted with attention to detail & ready to enjoy. LOA 13 feet 1 inch, beam 47 inches, depth 17 inches, sail is 48 sq ft with a sprit rig. Construction is 3/16 glued lap clinker plywood, all epoxy sealed & painted. Full sailing rig with swing rudder, as new sail, mast sprit, oars & cast brass rowlocks. The new custom purpose built fully galvanised registered trailer is also for sale separately ( \$1,500).



Price \$5,500.00 -  
Contact Stephen Pinn  
- 0404 332 978

## FOR SALE

Wooden mast appx 10.5 m long, Varnished VGC \$6500  
18 hp Yanmar engine recon, running, \$3500  
1938 copper charcoal cabin heating stove, \$750  
1938 Simson Lawrence windlass working, \$500  
CQR Anchor, \$200  
Solar panel FREE  
Original Cotton Sails/other usable sails main, jib, \$200  
Wooden Boom appx 3.7 long, Varnished VGC, \$2000  
Maxi Stove, \$500  
Timber blocks, cleats, appx 10 , \$450 the lot  
Brass porthole, 8, \$2000 the lot

OR NEAR OFFER

Tony ~ 0416 061212  
Sorry will not separate

## FOR FREE: Copies of WoodenBoat free from Norm Kelk

Full years:  
2008, 2009, 2010, 2011, 2012, 2013, 2015, 2016, 2017, 2019

Incomplete years:

1993 Jan/Feb, May/Jun, Jul/Aug, Sep/Oct  
1994 Jan, Mar, May, Jul, Nov  
1996 Sep/Oct  
1997 Mar/Apr, May/Jun, Sep/Oct  
2006 Jan, Mar, Dec  
2007 Jul/Aug  
2014 Jan/Feb  
2018 Jul/Aug, Sep/Oct  
2020 May/Jun  
Contact Norm Kelly - 0423 787 765.

**FOR SALE** 5 metre twin cockpit wooden runabout. Originally built with Hamilton jet propulsion but now being converted to conventional propeller drive using Dodge 6 engine. Conversion about 90% complete. Can be inspected at a Northern Beaches address.

Price: \$25,000 - Contact: Gordon - 0414 826 240



# LOOKING FOR

## LOOKING FOR -

I have an unusual request that members of your association may be able to help me with please. I am currently researching the story of Arthur Baird, Qantas' first engineer. In 1939 he helped design a tender to transport passengers and freight between the terminal and moored flying boats at Rose Bay. The tender, named Nisus, was constructed by Paul and Gray at Careening Cove using local timber and could carry 17 passengers and was capable of 17 knots. Frank Gannon of Paul and Gray was the co designer.



It is understood Nisus remained at Rose Bay until 1953 when it was moved to Cairns.

It would be very interesting if any of your members could add to the story of Nisus.

Thank you

Colin Lock -  
cflock48@bigpond.net.au  
9544 0409

## 'Syndicate' Proposal

WBA Member, David Malone, is looking for members (no cost involved) to join him in sailing his 36ft Tasman Seabird 'Carousel'. Syndicate Members would be able to sail with David on his yacht, while David and his co-owner meet all costs associated with the project. There is also the prospect of members sailing the yacht on their own: David is keen to see the yacht sailed and loved. A mooring in Burns Bay is close to a jetty with dinghy storage nearby.  
Call David for more information: 0418 440 828



## LOOKING FOR -

I am trying to find a BMC Captain Diesel engine or locating someone who might be a diesel mechanic who can restore one of these engines for my wooden boat  
Thanks, David  
0419120553  
daviddandsally1971@gmail.com



## LOOKING FOR - A Cowl Vent

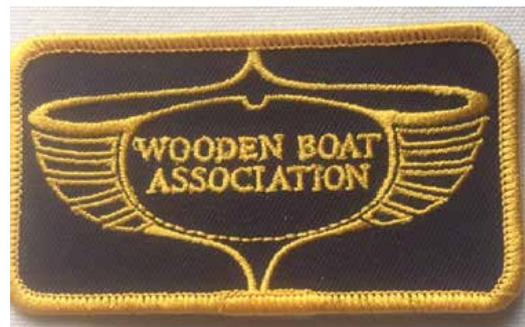
The cowl vent has a 58mm base opening and 120mm at the top. The dress ring is 156mm inside and 220 mm outside.. just need one of each. Can buy a complete porthole if they don't want to separate the parts.

Phil Heaney  
0415718435

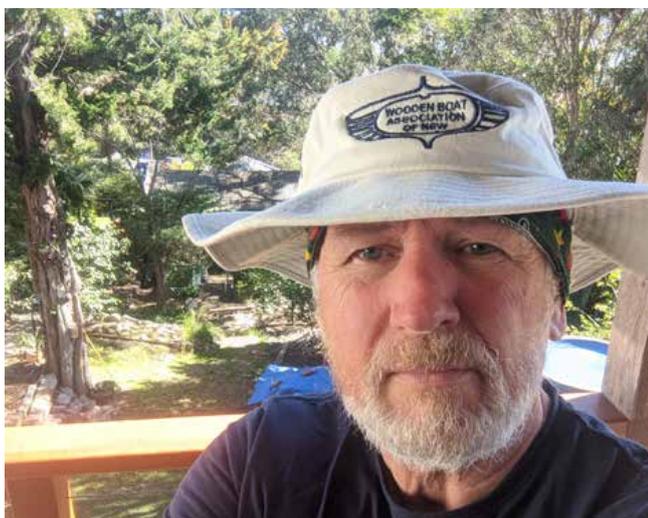
# MERCHANDISE

Members are able to purchase /order items at General meetings or by email to the Merchandise Officer - Sally Ostlund [salonsquarerig@gmail.com](mailto:salonsquarerig@gmail.com)

Item	Member Price	Non-Member Price
Jacket	\$83	\$96
Vest	\$63	\$74
Long sleeve Polo	\$41	\$47
Short Sleeve Polo	\$34	\$39
Surf Hat	\$22	\$25
Baseball Cap	\$20	\$23
Australian Wooden Boats Vol I	\$20	\$25



**Below:** Vice President, Nick Lawther, has snapped up one of the new WBA surf hats.



### Sale Items

- Black & Blue short sleeve Polos - \$15 each
- WBA stubby holders - \$5.00 each
- WBA Badges - \$2
- WBA Satchel Bag - \$10





**Nautek Marine**  
Beautiful Teak Boat Tables



Available from:




[www.nauteakmarine.com](http://www.nauteakmarine.com)

## ON THE HORIZON

### General Meetings - Dundas Sports Club

Tuesday, 9 November – AGM of the WBA - CANCELLED

Tuesday, 14 December: WBA Christmas Dinner and Hal Harpur Award - CANCELLED

Tuesday 11th January: General Meeting

Tuesday 8th February: General Meeting

Tuesday 8th March: Annual General Meeting of WBA & Hal Harpur Award 2021

### Committee Meetings – Gladesville Sporties

Monday 18th October

Monday 15th November

### Festivals, Shows and Events

Saturday/Sunday 6 & 7 November – RMYC Timber Boat Festival

Friday- Sunday 12-14 November: Timber, Tools and Artisans Show – Canberra

### 2022

4-6 March: Paynesville Classic Boat Rally  
CANCELLED

