



# SCUTTLEBUTT

JANUARY 2023



Chris Dickers West Wind on the hard.

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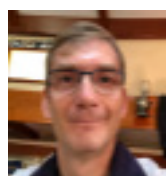
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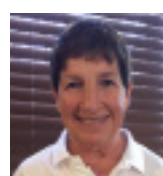
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# PRESIDENT'S REPORT

## January 2023

### Welcome to 2023

A warm welcome to a new year and hopefully an improvement in opportunities to get together for events involving wooden boats.

We enjoyed the annual WBA Christmas Dinner on Tuesday, December with around 44 Members and Guests in attendance. The 2022 Hal Harpur Award followed the dinner. Michael Coleman's report and photos can be found in this edition of Scuttlebutt. **Congratulations to the 2022 winner, the Lake Macquarie Classic Boat Association, and to Jon Bell on the award of a Judges' Commendation.**

A couple of events are approaching:

**The Australian Wooden Boat Festival will be held once again from 10 to 13 February 2023.** A number of WBA Members are heading south once again.

**The WBA Bantry Bay Raft-up will be held on Saturday, 25 February.** BBQ Officer, Peter Mathews has once again kindly offered to provide a BBQ for Members and Guests to cook their own food from 11am on the day. We look forward to another enjoyable event on our Calendar.

### WBA Calendars

The first issue of a **WBA Calendar** has been a success with just about every one of the 50 Calendars sold to members. A 2nd print run had been mooted in the initial advice to members but this will now not take place. We look forward to Issue 2 of the Calendar in December 2023. We are hopeful that the \$15 price tag will be maintained for the 2nd issue.

### The 'other' WBA Calendar

The committee has been busy planning General Meetings for 2023, with a number of new initiatives in the offing. On the Horizon gives details of each month's meetings.

Our **General Meeting for Tuesday 11 April**, will feature short presentations from Members on **Boat Products** they have used and can recommend. A number of Committee Members have kindly offered to kick this one off.

**Members are invited to share their own success stories with Boat Products.** A 5-10 minute presentation (photos always appreciated) would be of interest to all Members. This session may also be expanded into a Scuttlebutt Report.

Please drop us a line if you can assist: [pwidders@yahoo.com.au](mailto:pwidders@yahoo.com.au) or 0481583794

### Dundas Sports Club

Thanks are due to the Club for their hosting of monthly General Meetings, including the use of a very suitable room for meetings and access to the Dining Room for meals. Thanks to Committee Member, Ross Marchant, for his ongoing liaison with the Club on Menu and Meeting room arrangements. Thanks also the Vice President, Denis Songeon, for the purchase and ongoing operation of a new data projector for presentations.

Feedback in connection with the building project at **Gladesville Sporties** indicates that the project has been delayed due to objections to the proposal. We do not anticipate a return to Sporties in the near future, with a 2024 return a more realistic time-frame.

## December Contributors' (Scuttlebutt) Draw

Congratulations to member, **Neil Henderson**, who was the successful Contributor in the draw held at the December General Meeting. This was for contributions to Scuttlebutt for September, October and November. Neil has opted to spend his \$50 voucher with Classic Boat Supplies on fittings for his new-build Caledonia Yawl.

The next draw will be held at the March General meeting for contributions to the December, January and February issues of Scuttlebutt.

### Peter Widders

#### President

# FREE DELIVERY

Marineware give a discount to WBA Members: just present your card at the Rozelle store or provide a copy via photo etc if shopping on-line.



across the Sydney metropolitan area, plus special discounts for WBA members on boating supplies including paint, resin, polishes, consumables and many more items.

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# JENNI-G. TIMBER CUSTOM ONE-OFF



JC354N

Launched: 1980

**Length:** 11m.**Width:** 3.7m.**Draught:** 1.5m

Designed by Ed Monk & Built at the Bracken Boat Yard Kurnell, Sydney.

**Hull Construction:** Carvel.

Above waterline: Planking Oregon.  
Below waterline: Hardwood, copper nailed & roved.

Keel: Iron Bark. Interior: Australian Red Cedar.

**Powered By:** Gardner 5LW Diesel Motor.

Capacities 1550 Liters Fuel & 650 Liters Water.

Petter 7.5KVA Generator. Up-graded electronics

Sleeps 5 in comfort. Separate toilet & shower rooms.

Extra-large fridges & freezer. Plenty of storage.

3m Aluminium Dinghy. Large aft sun awning.

A very clean, well-cared for boat.

Located : Port Hacking, Sydney.

Jenni-G has had extended passages along the east coast of Australia & Tasmania.

**Jenni G is for Sale – See Classifieds in this Issue.**



# PROJECTS, DISTRACTIONS AND MORE PROJECTS

By Greg Widders

Happy new year to all. I don't often add my own comments to Scuttlebutt but I thought this edition I would take the opportunity a free page in the content presented me and share with you some of the reasons this months edition of scuttlebutt is a bit late!

A few months ago my wife, daughter and I moved into a new place in Marrickville. We started out with relatively small renovation projects, ripping out old cupboards to replace with new... but in the lead up the Christmas decided to tackle the whole kitchen in the time off...

It's not quite a boat project, but hey there's still some timber work involved, including a breakfast bar which will double as my home office / planning area for the next boat...

Hopefully this will all be well and truly finished by next Scuttlebutt.... But then there's the next project... a custom couch to fit our cozy space juuuuust right...



## WBA AUCTION ITEM

A 2.4m fibreglass dinghy has been donated to the Association and is offered to members for a suitable cash donation. The condition can best be described as fair but structurally sound and would scrub up nicely or leave as is if it is to be kept near a public beach. The fold-down rear wheels work OK but the outboard pad has seen better days. Rusty Rowlocks included but no oars or motor (although Jon may be able to help there under a separate deal).

Viewing is by arrangement; currently at Kirrawee but possibly later at Dural, on application to Jon Bell 0412 177 193. Email enquiries to [Treasurer@wbansw.asn.au](mailto:Treasurer@wbansw.asn.au). Any additional information such as detailed photos or inspections by the committee will be shared; info gleaned by a bidder's inspection is private (unless material to the sale condition).

Closing date is the end of the auction session at the WBA general meeting on Tuesday March 14th.

As each bid is received all previous bidders will be notified except in the closing stages. Proxy bidders are allowed if the proxy undertakes to make good any default by the bidder. Bidders may set a "Not to be exceeded" bid which will only be applied as required to beat the current highest bid by \$5.





# TIME FLIES BY ON DICK BEDELL'S CURRENT BUILD

By Dick Bedell

I must admit I am finding my 6m half cabin launch more work than I had anticipated. Meredith commissioned Paul Gartside to design us a launch capable of carrying seven souls. Three are small souls in the form of grandchildren. Paul's design number 228 is the result of Paul and Meredith's collaboration. Where have five years gone. The motor is out of warranty now and I am still looking down the barrel of another year's work. Last year was a slog all the fitting out and painting, most demoralising I found. Still with Narooma Boats Afloat just behind us I reckon we will be there next year. That's a nice thought, just finish the cabin, pop on the deck and throw on a rudder. Sounds feasible, doesn't it? It's the first time I have had a glimpse down the tunnel and spotted some light.

I must admit I don't work eight hours a day on it, nor five days a week. After all I'm fortunate enough to be retired and there are many other ways to spend your time. Such as having your knees replaced, drinking coffee with friends, visiting other

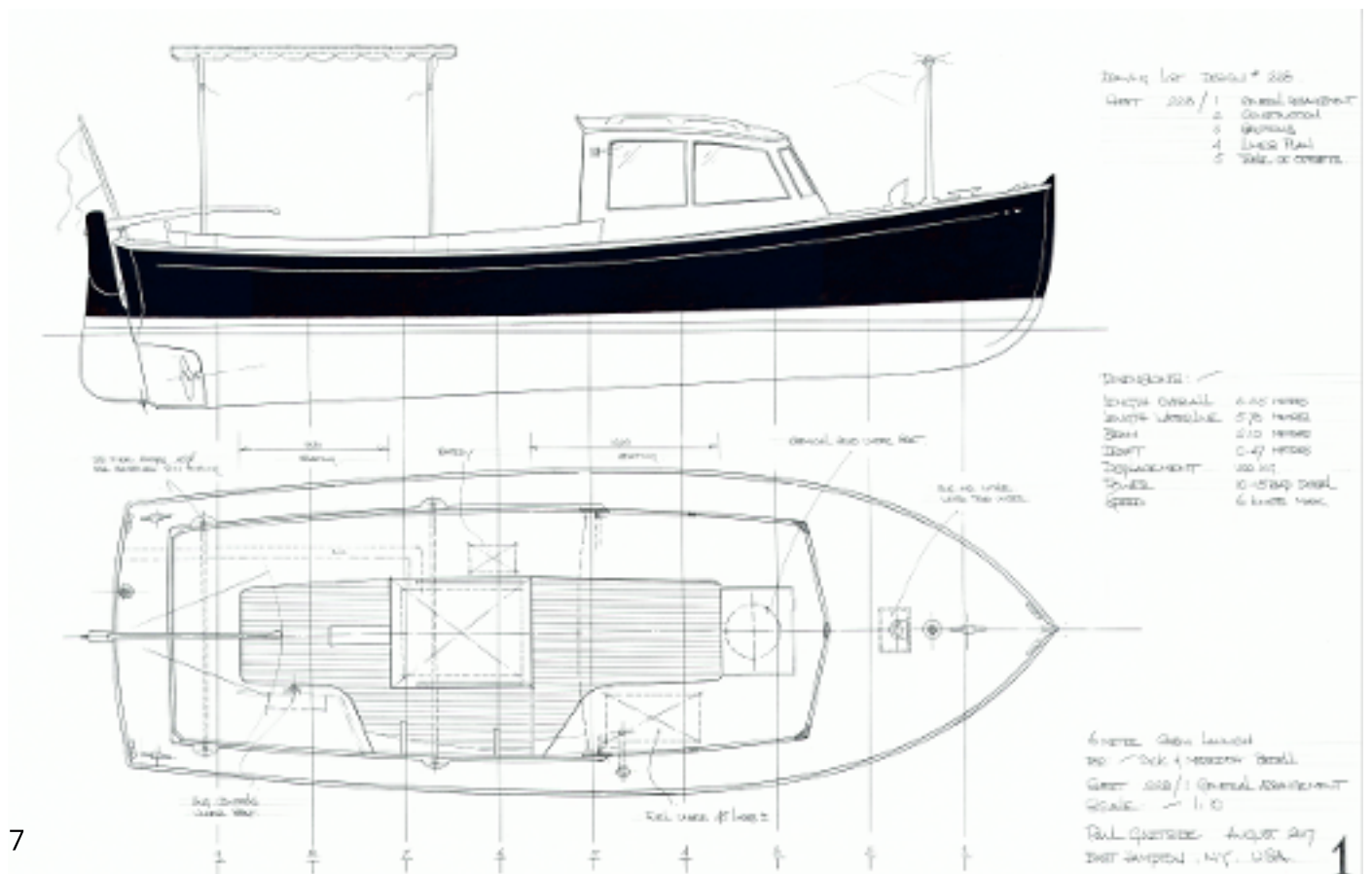
workshops looking for a cup of tea and reading to those three wonderful small people. I have a formula that makes me feel better about the time it's taking. Cost of materials divided by hours taken equals the cost per hour to have a wonderful time being creative. The longer it takes the less per hour it costs to have fun.

It's a strip plank and sheathed easily driven hull with flair up front and tumblehome on the curved raked transom above the turn of the bilge. Sixty by thirty five millimetre laminated frames at 600mm centres were set up on the ladder frame to take the place of moulds. They stay in the boat as a feature because we think they look good. The strips in the hull are mostly recycled western red cedar. We bought a 16hp Vetus motor five years ago so I could measure it and incorporate it in the lofting. Paul Gartside says an electric motor would work well with this design.

It was always our intention to build a boat that is easy to



maintain. To accomplish that the cabin gets sheathed externally as does the deck. So far there is no bright work; all surfaces will be painted. Having a sheathed cabin means it can be built using timber with a low durability. Radiata pine has been used in the cabin wall panels, cabin laminated roof beams and two-layer cabin roof. Using plantation grown radiata pine and recycled WRC gives the boat some green credentials to my way of thinking. If I can get the cabin roof on by Christmas, I will be happy. The kids will be too, we can sit in there and chat about lost treasure and who dare sleep onboard tonight.



# VENEERS

By Michael Coleman



Some time ago I was discussing with a cabinet maker the cost of good timbers for his work; I think we referenced Huon pine amongst others. He said that cabinet makers will often use veneered timber as both a way of reducing cost and of using less of what are precious and diminishing resources. Many common furniture items have always been veneered and I'm looking at Grandma's lovely old mahogany dining table and chairs done this way as I write.

In traditional boatbuilding we tend to think of solid planking in a carvel hull but in construction of small boats plywood is often the usual choice. Ply is obviously a number of veneers bonded together but the choice of the face veneer is very limited. So, to inject a little "colour and movement" to break up all the varnished Okoume ply on a previous rowing boat build, I set out straight 2mm thick red cedar strips (about as thin as my old table saw will cut reliably) on the decks of the buoyancy tanks, with a little "calking gap" just for show. I thought it looked rather good. (photo 1.)

I then came to using production veneers on my subsequent rowing boats via a rather odd route. Just for the experience a few years ago, I built an 18' foam-sandwich rowing skiff, with the intention of setting up red cedar veneers laid out on the inside in the style of traditional carvel planking, again with a little "calking gap" between planks. They would be shaped like carvel planks, narrower at the ends than the middle and gracefully tapered. From my experience mentioned above I figured that veneers of about 2mm would be thin enough to cut with a Stanley knife but not fall apart when being handled. I could see my gorgeous boat taking shape as I finished fairing all the inside fiberglass, but these dreams were shattered when I asked the Briggs Veneer company spokesman for 2mm veneers, and he simply said "no, our veneers are 0.6mm only". I should have done my research rather than just imagined I could get what I want; lesson learned.

Hearing my disappointment, the spokesman asked (rather kindly, I thought later) what I was doing, and, after my

explanation, his words remain with me still. "Why don't you get some 1.6mm bending ply and get our veneers bonded onto it, that'd be 2.2mm. Is the extra 0.2mm too thick for you, son?" After assuring him it was not, thanking him, and finding out how the veneers can be made into a "lay-on" sheet dimensioned 2.4m x 1.2m x 0.6mm, and who would do the bonding for me (Specialty Veneer Panels), I hung up, aghast at my ignorance: 0.6mm veneers! In a 2.4 sheet! How do they do that? 1.6mm bending ply! Who knew? I should have "asked someone who knows".

Anyway, I followed his suggestion, had the veneer glued to the bending ply and took delivery of my new toys. I drew out how the planking would run onto the inside of the hull, then transferred that shape to my "planking" material. When glueing them in I left a 3mm "calking gap", subsequently filling it with white epoxy bog after masking up. So, I was eventually able to clad the interior of the foam sandwich boat with "spiled red cedar planks", with a





"king plank" on both fore and aft buoyancy tanks as well. Very posh, very time consuming, but an engrossing job. (photo 2)

Briggs treated me and my miserly order for four veneer sheets with the same courtesy as their more important customers: as I left the factory after inspecting red cedar lay-ons they called in the next viewers: "Sydney Opera House!". On my current boat they rang me asking if I wanted the veneers "two and two or all four"; I had to confess I didn't have a clue what he was asking and he explained that he was bookmatching the veneers as much as he could, and was I ok with only two pairs bookmatching on the one sheet, as it was difficult for him to do all four! I thought this was an extraordinary courtesy, and didn't have the heart to tell him that I was going to rip them into 100mm wide planks anyway.

I reverted to a glued clinker ply build for my next skiff, armed now with the knowledge that I could take the (3mm Okoume) ply straight to Specialty Veneer Panels, and order Briggs to do



the same with their lay-ons. Briggs website shows their choices available, not all of which may be in stock, and they will send out sample patches of veneer by post; I chose Jarrah for this boat. At S.V.P. the lay-ons are glued to the ply in a big press using an exterior grade P.V.A. rated "not suitable for continuous immersion". I think that if your plywood suffers continuous immersion in a dry sailed rowing boat under six coats of varnish you are probably mince under the "Marjorie Jackson" anyway, and delamination will be the least of your worries, (unless, of course, you are a complete fool, park the boat under a gum tree, leave the bung in and go overseas for a few years). The Jarrah was rather dull when unfinished, but successive coats of varnish brought out its lovely deep red colour, and the fascinating and rather hallucinatory "medullary rays" in the grain. The trim, ribs and gunwhales were all done in Silver Ash from Anagote in Marrickville: ("Silver Ash? No, I can't get any bloody Silver Ash..."). The finished ship looked terrific, I think comparing very favourably to a plain Okoume or Hoop ply and has clear reference to the timbers used in the old surf boats. Our former president, Jon Bell, commented about this as "experimenting with the colours of various timbers as well as building a rowing boat"; I think he was right. (photo 3)

For the skiff I'm building currently I have chosen River Red Gum veneers bonded on the same way; "Australia's favourite tree", according to the ABC, and certainly that of Hans Heysen,

South Australia's landscape artist. Red Gum has a wonderful range of red tones, not as dark as Jarrah, and it also looks great with Silver Ash trim. The veneers are textured, so are not sanded smooth which looks interesting, and I can't help thinking that this is a much better use for Red Gum than making railway sleepers or burning it in the boilers of Murray River paddle steamers. Immediately on getting the veneered ply sheets home I coat them with Everdure to offer them a bit of protection, then store them. I toyed with the idea of trying to keep the bookmatching in the adjacent clinker strakes but my brain hurt when I tried to figure it out and I dropped it. Here it is with the interior complete, with sliding seat frame in place. (photo 4).

I have only dealt with Briggs so far, but I note on the internet that there are several suppliers, most of whom do a package of small veneers, perhaps 1m x 300mm x 0.6mm but a few others do lay-on size. I've seen a wide range of veneers, both Australian and overseas timbers, in lay-on size. Some companies have Forest Stewardship Council certification. Unless you are fabulously wealthy, forget Huon pine burl. An internet search is your friend.

Specially veneered ply obviously fits when building a varnished plywood dinghy, but may also be useful in building larger boats, for example in posh interior fit-outs or making a handsome coachhouse. You could be a complete lair and do something in Tiger Maple, but wear your sunglasses.

Michael Coleman



# FINALLY, GEORGE II HITS THE WATER IN FULL REGALIA.

By Jon Bell

Members may recall (it seems so long ago) a brief article about the benefits of a pre-launch to check out weight and balance, thwart and rowlock position, etc, to minimize disappointment and/or post-launch rework. As I wrote then, I was quite prepared to scrap the boat before finishing it if the potential was not promising and thus save a lot of effort and even more disappointment. Even so, I was unprepared for just how much time it did take. New builders may hear the old adage, the hull is only 1/3 of the build, but be very wary -they're lying! Or at least, trying not to be too honest and putting you off the project completely.

The boat is a Rocks River Skiff design by David Payne, selected with a view to the B&B market when we had the Boatshed at Woronora. Requirements included built-in buoyancy and stability and a certain amount of front-end strength (!) but also a sense of old-world elegance. I had this theme so locked in my mind that my wife made me select the material to make the cushions and that's never happened before... David reportedly based the design on Kate, a Parramatta river boat in the Heritage Fleet collection.

Why the name? Part-way through the build I acquired a boat, similar to Kate, for which I am still researching the provenance. The boat was apparently once owned by the Yaralla Estate at Concord, was sold at auction in 1838 and the story passed down (by the auctioneer?) was that one of the King Georges of English history had actually used it. The pros and cons of this anecdote may appear in a future article (and any students of English Monarchic History are welcome to contribute) but the relevance is that we always referred to the boat as George. The similarity between Kate and George suggests that the hull shape of George and the new build are at least related but 100 years apart in the making. Hence George II appears on the nameplate.

When I retired as WBA President in 2019 the members kindly presented me with a very nice red wine which I determine to open on launch day. Unfortunately I forgot to pack the WBA wine glass or my top-hat so Georgianelegance was distinctly absent at the event which took place at Swallow Rock on the Port Hacking river in early October as part of a family gathering.



# BARTLETT "AMIGO"

After I retired from my trade as a fitter and carpenter I was keen for a retirement project. I've always had an interest in boats, having grown up in Essex on the South East coast of England, an area of rivers and estuaries, where I served my apprenticeship in a shop with twelve tradesmen, three of whom were ships' joiners. I learnt a lot from these men. I emigrated to Australia in 1968, and have lived in Merimbula for the last 50 years.

Over this period I've always been a keen fisherman; sport and game fishing from a centre console tinny and a 25' Bertram, but I always had my eye out for a displacement boat, having fished with professionals out of Bermagui and Merimbula. I wanted something from which I could go sport fishing around my local area, going as far as Bermagui in the North and Green Cape to the South, and out to the 100 fathom line, weather permitting. I had my eye on "Amigo" for some time as she was moored in Merimbula all her life. I knew that from 2007 to 2019 her maintenance had been neglected as her original owners had passed away, but I bought her in 2020.

"Amigo" was built in 1968 by Dave Griffin Boat Builders in Newport, NSW, to a commission from the Maslin family, sheep graziers on the Monaro at Bombala, for a "Classic Cruiser" 9.75m x 3.2m drawing 1m, and powered by a 4LW Gardiner diesel of 70 hp. The main structural timbers, engine mounts and planking to the waterline are in spotted gum while above the waterline she is planked with Oregon with a glassed plywood deck. She has a fuel capacity of 360 litres in two 180 litre tanks. The original rack and pinion steering had been replaced at some time with an hydraulic set-up, and she has auto pilot and a course plotter. I had her surveyed before purchase which showed no major structural issues, perhaps a testament to her builders and the timbers used.

My first job was to have the engine and gearbox serviced. A log had been kept showing 7000 hours running, and Mainline Diesel in Brisbane, Gardiner specialists, assured me that if the services are kept up, that this number of hours was not an issue. Mainline have been most helpful in many ways, for example being able to supply manuals on the engine and gearbox and the appropriate spares, and she now runs reliably.

My major structural work was to replace the cockpit floor, originally white beech and now well worn. On pulling up the floor we found some of the floor beams needed replacing, for which we used very old and dry spotted gum, and replaced the cockpit flooring with celerytop pine. This is not a veneer but timbers 30mm thick and 50mm wide, screwed in place, with a dovetail-style rebate for the Sikaflex caulking which prevents it from lifting out. This arrangement has worked well.

I fitted a new engine box, sandwiching soundproofing between its plywood formers. I made a celerytop lid for the box with spotted gum edging, sourcing the pine from Britons Timbers in Tassie; it was first class (and expensive: what isn't?) and lovely to work. The old galley floor was next, being vinyl over plywood and well worn; here we used a 12mm veneer of celery to match the cockpit floor over the original ply. Calling on my trade skills, I replaced the galley cupboard



tops (originally plywood and Laminex) with solid Sydney blue gum timber, satin finished, and it now similar in colour to the existing timber used on the v-berths, helm station and cupboards. Our next project is to renew the wiring as the old fuse board is the original.

Recent trips have shown that 1500 rpm is the sweet spot for travelling and trolling lures, (about 5 knots?). Maximum rpm are 1700, but there is no point pushing this hard. I've found that prop must be kept very clean from weed and barnacles as they slow performance greatly.

Owning an old timber boat is a labour of love and I've found this project most gratifying. I'm very pleased with the results, and my carpentry and joinery skill have stood me in good stead. I find that even after a lifetime of working in timber, I'm still learning.

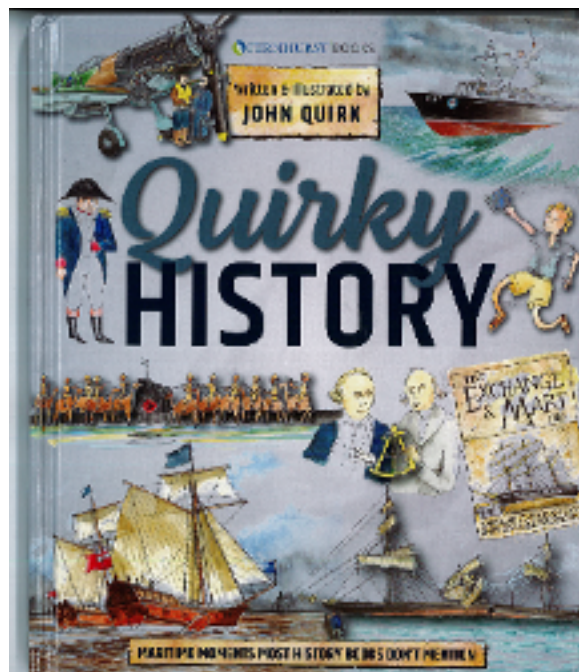


# QUIRKY HISTORY

Alan Williams hides behind his John Quirk pen name because his earlier book, *Foul Bottoms*, contained so many of his boating stuff ups he didn't want his architectural clients to think they were entrusting their projects to a sea going Mr. Bean.

In this one, he takes a look at some nautical incidents from history that may surprise and amuse. Based on articles in *Afloat*, they have been edited for book format and new illustrations added. There are 25 stories within its 128 pages. A UK reviewer was kind enough to recommend it as a perfect Christmas present, but allow yourself time to read it first.

It is hardcover and available on Amazon Australia from early December and the official launch will be at the Patonga Literary and Arts Centre (Just kidding, it's the village hall) on the afternoon of Sunday December 4th (from 3 pm). The list price is \$ 49.50 but members can get their copy with the author's discount at \$33 by contacting Alan directly on 0410 648 438 or [alan.architect12@gmail.com](mailto:alan.architect12@gmail.com)



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# THE PAYNESVILLE REPORT

By Chris Dicker

ON PAINTS AND PAINTING IN LESS THAN IDEAL CONDITIONS AND HORRIFIC DELIGNIFICATION DUE TO BEING MISSINFORMED.

Westwind is out of the water at present and has been for almost three weeks.

Let us deal with the delignification case first. There is a huon pine gaffer out of the water along side Westwind. 'Heart of Huon' is also heading down for the AWBF. Apart from being a little run down' the owner, Tony had mentioned a bit of furry timber around a couple of stainless steel through hull bolts. As the name implies, the boat is Huon Pine, built in Melbourne and only 20 years old. The stainless steel bolts were down near the engine and the only purpose was to secure a zink anode to the outside of the hull. A cable led from one of the bolts to the engine as in an earth strap. This has obviously set up quite an electrical circuit resulting in alarming damage to the planking.

What on earth they were trying to protect I have no idea but I believe you should not use your wooden planking as a medium. I did not mean Tony was run down by the way, but the boat. She will be good for the festival.

Now the painting. For some reason no-one sells International gloss paint around here so I thought I may try Norglass weatherfast enamel. My normal method of painting is to use a 230 mm roller and a 63mm brush for tipping off. Foolishly and for many years of painting I have been under the delusion that the finishes I have achieved have been due to my brush. The Norglass weatherfast is not your normal enamel; forget about turps or penatrol...or tipping. So, I am up on the plank with roller and brush on the first coat, it is a cool calm day with little wind, perfect painting conditions, 4 mm nap microfibre roller bubbles

up a little, no worries, I begin to tip it off but the paint is already too dry to get the brush into. I finish with rolling the rest without tipping. Very impressed with the finish but of course still needs another coat. Next day a quick scuff up with 240 paper and apply the next and final coat. It was only 16 or 17 degrees but still no wind. Good conditions. This coat resulted in a lumpy finish with no gloss. Still early days and I am always keen to learn. I go to the paint shop and ask for the best roller he has, money no object. He sells me \$80 dollars worth of mohair rollers with a 6mm nap. Here I am going against everything I have learnt. Next coat an unbelievable disaster. Bubbles from the roller and unable to tip them off. A call to the manufacturer, no, don't thin it, no, don't tip it off. This still below 20 degrees but what I would call pretty good conditions. We have not had ideal conditions but does that mean we cannot paint? I sand it off again and begin with a 100 mm microfibre roller with a 4mm nap...no brush. It is below 20 degrees but I would have loved these conditions in Cairns for painting. I achieve a smooth finish but no gloss. The topsides are way up, there is scaffolding and planks to shift, I sand the topsides again, I paint the starboard side with very average results. By this stage I am loosing confidence in the paint and in myself. A drive into Bairnsdale to buy a litre of Dulux super enamel and paint the portside with this. At least I can tip this paint but once again no gloss.

The boat was relaunched today with very disappointing results. Norglass has never been a favourite but I will not blame the product, Dulux is a house paint and if you want to paint your boat every year it is ok.

Be bold, go forward and have faith in yourself

Happy new year



# CLASSIFIEDS

**FOR SALE:** This beautiful and historic classic boat deserves a new owner. Mokoia was designed by Arthur Robb as an ocean-going improvement of his winning design for the NZ Yacht Squadron's competition of 1947, becoming the forerunner of Robb's well-known Lion class.

Mokoia was built in England in 1948, and competed in international racing from the beginning – including the first transatlantic race for small yachts in 1951. "Since sailing to Australia in 1972 (a story in itself) her various voyages are largely unrecorded, but she has certainly had a quiet life for the last 25 years since sailing from Hobart to Port Macquarie. Further background and details provided on request to 0432 978 132 (Mike)



**FOR SALE:** Electric powered boat 6 m long, built of plywood over wooden frames, a Thames Slipper design suitable for smooth waters, 6 deep cycle batteries, twin 'Watersnake' motors, each 100lb thrust, forward control, low windshield, electric horn and spotlight, cane chair seats, can carry 4 adults, max speed about 6 knts. On registered trailer, with new tyres, wheels and bearings. Registered for next 4 months... \$3,800 ONO

[johnbrickhill@gmail.com](mailto:johnbrickhill@gmail.com) 0427 668 112



**FOR SALE:** Classic 15 foot clinker putt putt launch approx. 1950s Simplex 5 hp motor, full upholstery, ready to go, canopy can be lowered to be a cockpit cover On registered Brooker trailer \$16000,-

Ring Tony after 6 pm 0266477166



**FOR SALE:** Timbers, mast, boom and parts from my old ~1930's 25' sailing boat are for sale and listed below. Timber mast, Huon pine planking, bronze fittings and ports; 9 hp motor. Due to print space limits let's discuss condition and prices of anything you are interested in. Photos of the boat images for the timbers and parts are here

<https://photos.app.goo.gl/>

[FSCldR7awNfaf7Rh9](https://photos.app.goo.gl/FSCldR7awNfaf7Rh9).

Mobile phone: +61 407 454 756

e-Mail: [mdaprix@daprix.com.au](mailto:mdaprix@daprix.com.au)



**FOR SALE:**

"Muckle Mootie"

15ft Iain Oughtred-designed Whilly Tern Builder – Peter Widders

Timbers: Marine Ply – King Billy Pine- Hoop Pine- Tasmanian Myrtle – Celery Top Pine- Huon Pine- Tasmanian Myrtle- Ti Tree – White Oak – Blackbutt – Oregon – Silver Ash

\$8,500 – with Trailer

\$6,500 – without Trailer

Peter- 0481 583 794 - [pwidders@yahoo.com.au](mailto:pwidders@yahoo.com.au)



**FOR SALE:** 12 ft sailing skiff designed and built by Phil Heaney. Australian Cedar and Huon Pine. \$8000.

[Phillip.heaney@gmail.com](mailto:Phillip.heaney@gmail.com)

- 0415 718 435

**FOR SALE: AJENNI-G. \$180,000. Timber Custom one-off.**

JC354N

Launched: 1980

**Length:** 11m. **Width:** 3.7m. **Draught:** 1.5m

Designed by Ed Monk & Built at the Bracken Boat Yard Kurnell, Sydney.

**Hull Construction:** Carvel.

Jenni-G has had extended passages along the east coast of Australia & Tasmania.

**Allan: 0418 241 235.**



**FOR SALE:** 2015 'Gumtex' (CZECH) 2 man inflatable canoe. As new - never used. Pump included.

\$350 ONO - James - 0488 236 283

**FOR SALE:** 14ft restored & stable 'wright boat' from the wright family chicken farm. Built on lake Macquarie some 60 years ago and used by family on holidays. Does not leak. The trailer is similar vintage very solid, new tyres, metal mud guards but not registered. Included are good oars and a structure for covering.

Can be viewed and trialed any time contact Bill Coote on 0428 59 9953.

\$1,200 but offers are welcome.



**Do you need some extra help with your wooden boat?**

I am retired and wanting to learn wooden boat building and repair skills. With these skills, I would like to take on my own project. In return I can offer my time and enthusiasm as a volunteer.

If your project is based in Sydney, then please contact me.

Andrew Hamill

0401 718 517

**FOR SALE:** Awaba - Brand new 32ft, long range coastal cruiser

Expressions of Interest - Call Phil 0415 718 435



**FOR SALE:**

Ranger model for sale

LOA 440mm Height 490mm Width 140mm

Price \$90 To order a model call John on 0406960597



**FOR SALE**

Sextant. Davis MK3 in perfect condition in original box with manual. Includes bonus MDF box. Used for nav class.

\$50.

Nick0407236999

# ON THE HORIZON

General Meetings - Dundas Sports Club-9 Elder Rd, Dundas

Dinner from 6 pm

Meetings : 7.30 pm

Tuesday, 14 February 2023 – Member Projects

Tuesday, 8 March 2023 – Brett Mould – Norglass Paints

Committee Meetings –(Sporties Club at Gladesville)

Monday 16 January

## EVENTS:

Australian Wooden Boat Festival – Hobart

10 – 13 February 2023

[www.awbf.org.au](http://www.awbf.org.au)

WBA Bantry Bay 'Get-Together' -Saturday, 25 February 2023

Japanese Boatbuilding with

Douglas Brooks

Japanese Tools Australia is extremely proud to partner with Douglas Brooks, the Australian Wooden Boat Festival and the Wooden Boat Centre to present the first ever traditional Japanese wooden boat building class in Australia.

Two classes will be run, the first in February 2023 at the Australian Wooden Boat Festival in Hobart, and the second in March 2023 in the JTA Workshop in Sydney.

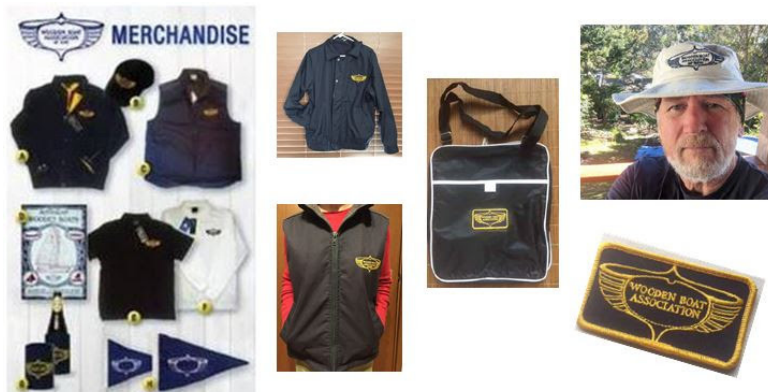
See more at

[:https://www.japanesetools.com.au/pages/japanese-boatbuilding-with-douglas-brooks](https://www.japanesetools.com.au/pages/japanese-boatbuilding-with-douglas-brooks)

## MERCHANDISE

Item	Member	Non -Member
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

Members are able to purchase /order items at General meetings or by email to the Merchandise Officer - Sally Ostlund [salsonsquarerig@gmail.com](mailto:salsonsquarerig@gmail.com) \$83



## Are You Looking for:

- Copper Boat Nails
- Silicon Bronze
  - Nails
  - Screws
  - Fasteners
- Oakum & Caulk Cotton
- Bronze Boat Fittings
- Jeffries Marine Glue
- WOT ROT Repair System

We have them all available

Quality items from NZ, UK & USA

**DRIVE Marine Services**

BEVERLY HILLS NSW

02 9533 5470

0412 366 998

[Bote-Cote@optusnet.com.au](mailto:Bote-Cote@optusnet.com.au)

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



Westwind

UH  
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