



SCUTTLEBUTT

MAY 2023

Cleveland Rose's Piccolo sailing towards the heads under a nice set on a twilight sail

Piccolo is reluctantly for sale - see more within

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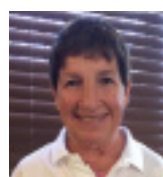
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Printed by Power Colour Pty Ltd, 106 Grose Street, Parramatta NSW 2150

A.B.N. 58 066 215 021.

PRESIDENT'S REPORT

April General Meeting

Thanks to Dave Giddings for an excellent presentation at the April General Meeting. The presentation on 'Using Modern Technologies for Boatbuilding – A Safer Way to Work' continued our 2023 'theme of showcasing a variety of products available to boatbuilders, boat restorers and boat owners. The talk was a good follow-up to the 2 articles Dave provided for the April edition of Scuttlebutt.

And while we are talking about Scuttlebutt articles

The April Committee meeting saw discussion on the issue of Articles for Scuttlebutt: the topic was also raised at the April General Meeting with Members in attendance.

A fuller discussion of the issue appears in this issue of Scuttlebutt. Once again, the opinions of Members are sought to assist the Committee with the matter.

In a 'nutshell', the issue has arisen due to the difficulties in sourcing a consistent supply of Articles for Scuttlebutt. Discussion on the topic has centred on a number of options available to the Committee.

These include:

- reducing the number of pages in Scuttlebutt each month;
- Reducing the frequency of publication of Scuttlebutt: bi-monthly or quarterly;

Your feedback on this important issue will be appreciated in further discussions at the Committee level.

A suggestion from the April General Meeting has also been adopted with the development of some 'Guidelines for Contributors to Scuttlebutt'.

Additional WBA Positions

The Committee has also discussed the possibility of creating additional positions within the WBA. These would not be Committee positions but 'shadow' positions in a number of areas.

All WBA Members are able to attend Committee Meetings. The Committee positions are determined by the Rules of the Wooden Boat Association.

The following positions are under consideration:

Assistant Secretary

Assistant Treasurer

Assistant Editor(s)

Assistant Merchandise Officers

IT Officer

WBA Member, Michael Coleman, has kindly offered to be a 'Roving Reporter' for the WBA. Michael would be pleased to meet/chat with Members about their projects, boats and adventures in wooden boats, and then write articles for inclusion in Scuttlebutt. This could be either an in-person meeting or a 'conversation' conducted via email/ mobile phone.

Please contact Michael on 0421 777 170 or mcoleman@iprimus.com.au

WBA Member, Dick Bedell, has also kindly offered to assist with articles for Scuttlebutt. Dick can be reached on 0400 005 168 or dickandmerry@bigpond.com

Please see more information in this issue of Scuttlebutt.

I look forward to your feedback on the issues raised in this Scuttlebutt.

Peter Widders

Scuttlebutt Matters

The WBA Committee has recently discussed the issue of Scuttlebutt publication in light of current difficulties in sourcing articles for publication each month. This issue was also raised for discussion with Members at the April General Meeting.

Discussion has focussed on 2 aspects:

1. The attitude of Members to having **fewer pages in Scuttlebutt each month**. Issues have run at 16 pages since October, 2021. A 12-page issue may be needed at times.

2. The attitude of Members to **achange to publication frequency** via a bi-monthly or quarterly publication of Scuttlebutt.

Measures are also underway to potentially source additional articles for Scuttlebutt: see '**Guidelines for Writing an Article for Scuttlebutt**' and '**Additional WBA Positions**' in this issue.

Feedback and Comment on #1 and #2 above is sought from Members.

[pwidders@yahoo.com.au](mailto:pwidder@yahoo.com.au)

From the Editor:

This months edition of Scuttlebutt is finding it's way to you delayed a few weeks, for a happy reason. on April the 14th my wife and I welcomed our second kid into the world. A lot of adjustments and a few sleepless nights have put many a project on delay but Theodore (Teddy) and mum are both doing well and preparing for a life exposed to wooden boats - He doesnt stand a chance with me who dreams about wooden boats most days, and a grandad who builds 'serious toys' like the below canoe designed for his granddaughter and grandson.

As always hope you enjoy this edition!

Greg Widders.





PICCOLO

BY CLEVELAND ROSE

Piccolo the Nordic Folkboat is reluctantly up for sale for the right custodian.

Equipped for all scenarios including competitive one class racing, twilight races or simply casual day sailing on the Harbour, Piccolo can generously accommodate. Even considering further offshore coastal treks, this unique classic rebuilt yacht oozes performance, simplicity together with a rich pedigree.

Around 2014 I stumbled across the newly rebuilt "Piccolo" quite coincidentally whilst visiting friends in Noosa's hinterlands. I was at that stage contemplating a replacement for a classic timber yacht, a charming cruising Harrison Butler 24' double-ender called "Thuella".

The brief was for my next yacht included being able to engage in social club racing, though needed to be easy on the eye and wallet but generous in its offerings for pure fun.

Discovering Piccolo propped up by a purpose built frame

within a "temple-like" large agricultural shed sealed the deal.

I didn't even need to do a sea trial- everything about Piccolo's meticulous rebuild spoke of highlighting its classic quality. It's additional design features, many safety elements and considered material and maintenance choice all added up to being an affordable classic boat.

The many modern improvements to Piccolo, like PSS dripless stern gland, both manual and automatic bilge pumps, custom bilge-fitted SS water tank, a complete electrical rewiring together with an economical reliable Yanmar 1GM 10 diesel and large self draining cockpit represented a clever thoughtful rebuild.

Piccolo's pleasing proportions, her sensible material choice as well as her overall attention to detail that caught my architect's eye.

The then owner Mr Simon Manning had fastidiously rebuilt her then deteriorating 1960's hull to something that resembled a work of art besides being an incredibly strong, dry and low maintenance classic yacht.

I finally launched Piccolo at Woolwich after being transported down to Sydney (see Google link <https://youtu.be/aXhZDXkzqBw>). Note one content custodian/captain relieved to have Piccolo back in the water. Little did I know then she was finally returning to her origins.

After re-rigging adding a new tricolour masthead lights and subsequently joining the local twilights I wasn't at all surprised





at Piccolo's prowess as a competitive sail boat either with crew or even solo sailing. She's won many a race, always punching well above her weight.

It was only after a few season of successfully sailing Piccolo with Sydney's North Harbour clubs with an occasional race with Sydney Amateurs, did Piccolo's alluring past reveal itself with appreciative help from both Mark Pearse (then Club Archivist) and Alice Murphy (current Club Captain) both from Sydney Amateurs.

Piccolo's provenance, its own figurative "circle of eight" completed its final fascinating twist.

Originally called "Vena", she was built by the master shipwright Billy Fisher for the Secretary of Sydney Amateurs, Mr Jack Steward sometime in the early 60's. Bill Gale yachting legend



reportedly reckoned "Fisher was the best boat builder in Sydney... He remembered the boat well and said it was beautifully built and went very well "... (SA Archivist)

"Vena" with sail No A9 apparently included a combination of name s of his wife and daughter. Both Piccolo's spinnakers, rebuilt considerably, carry the original A9 Nos.

Fast forward to around late 1990s "Vena" is found by an enterprising amateur boat builder/ sailor Simon Manning



languishing on her Neutral Bay mooring.

Simon spotted her classic lines, put in a successful bid and subsequently had her transported to his home farm in Noosa's hinterland, to undertake a complete rebuild using the West System Epoxy.

The rebuild was completed around early 2000.

The result was nothing short of a spectacular conversion, resulting in a finely faired hull, both incredibly strong and dry. The cosy interior features warm toned timbers all carefully considered with the basic requirements to living aboard, albeit both basic and practical.

Simple design requires much thought and careful refinement.

Piccolo has accommodation for single berth cabin, saloon with one bunk, galley and engine (easily accessed by removing the stairs) below the cockpit. Her motor is a Yanmar 10HP, very economical.

The lead keel is reported to have been moulded faired and fitted by another yachting great Ken Beashel which might account for her excellent downwind performance.

See this link to blog about her impressive rebuild; <https://piccolorebuildblog.wordpress.com/transporting-piccolo/>.

Additional blog material exists albeit in hard scannable copies.

There are simply too many details and extras which I have added to Piccolo to list here.

Should you wish a detailed fact sheet PDF see my contact details in the rear Classifieds section.

Cleveland Rose

SANDING & COATING ISSUES

BY DAVE GIDDINGS

Sanding & Coating Issues

Have you ever had the situation where you have scored a magic slab of timber or spent hours sanding back a previously coated masterpiece ready for coating – to have the coating look like water pooling on a freshly polished car?

This is caused by contamination on the surface and is more prevalent in coating with high solids epoxies and water based two & single pack paints. The general term is fish eyes or crawling as shown at Figure 1. It is a nightmare for someone who has spent many hours preparing their masterpiece for coating. It is caused by some oily or waxy material contaminating the surface and as a result the resin is unable to properly wet out the surface and pulls away.

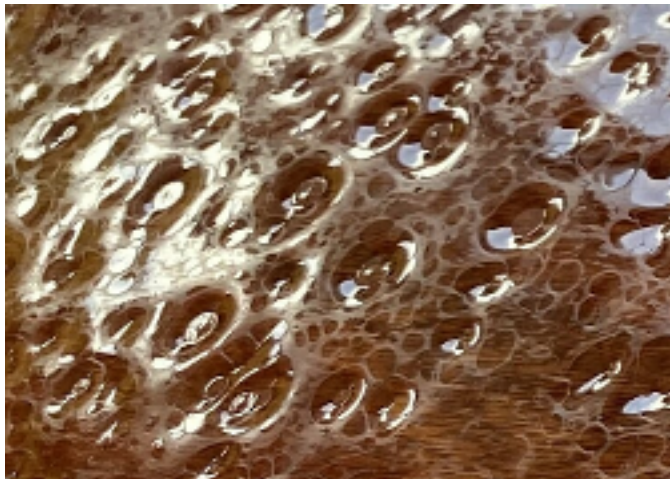


Figure 1 – Extreme Case of Fish Eyed Coating

There are several causes which can cause surface contamination, being;

- Stearates in Sandpaper.
- Oil or oxidation on the surface of timber.
- Contamination on the surface before sanding.
- Environmental contamination.
- Craftsman Influence.
- Solvent & solvent Cleaning.

Stearated Sandpapers

What are Stearates? you ask. Stearated sandpaper is sandpaper which has a dry metallic soap coating on it. The idea is that the sanding dust does not stick to the stearate and instead falls away which reduces the clogging of sandpaper when sanding painted surfaces. Stearates in sandpaper is probably the most common cause which was commonly thought to be confined to white or grey non clogging sandpaper which was traditionally for sanding painted surfaces. As a result the sandpaper lasts longer without clogging.

Unfortunately, it also smears the stearate all over the work which reduces surface tension. Understanding stearate surface contamination problems with sandpaper has been a minefield. There are two different processes for applying

stearates to sandpaper. One is, where it is “washed” or flowed on as a liquid which is allowed to cover the paper and then dry and the other process involves the stearates being fused onto the sandpaper. That is, they are baked onto the paper at high temperatures. Fish eye surface contamination problems come from sandpapers that have the washed on stearates as those stearates readily detach and contaminate the surface resulting in the fish eyed coating at Figure 1. The baked on stearates are less problematic as they actually sublime under the sanding pressure and disappear as a vapour. To date there have been no known coating adhesion issues when using the baked on paper or sanding discs.

The safest way to eliminate this problem is to avoid all sandpapers that state low clogging or specify they are for removing paints and coatings.

Identifying Non-stearated sandpaper is a minefield as many suppliers of sandpaper do not understand the issues involved as solvent based paints and coatings can dissolve Stearates which increases the surface tension sufficiently to allow the coating to stick. Coatings do not stick as tenaciously as a clean surface with no contamination. In trying to sort out which sandpapers work and those that do not contain stearates the following products have been identified;

·Abranet SIC NS sanding disc's and orbital sanding pads. They were developed to sand glass. As a result they are very effective for sanding hard surfaces such as polyurethanes and Epoxies. Plus they provide a serviceable cutting life of approximately three (3) times that of carborundum sanding disc's. They also work well for hand sanding either wet or dry, even after they are not working effectively for power sanding. **Note:** No other ABRANET Discs are Stearate free. BoatCraftNSW sell SIC NS by the disc and exclusively use SIC NS on all projects. Plus SIC NS do not leave swirl marks on the surface when power sanding.

·Adalox Speed-Grip branded sanding discs (the shiny dark brown ones) are resin over resin paper.

·We have been told that “Hardware for Creative Finishes” (HFCF) “colour code grit” also uses these resin coated abrasives. The resin is understood to be phenol formaldehyde.

·The Norton “All Surf Speed-Grip” discs that are available in Mitre 10 and all independent hardware store's.

·Wet n Dry (Black waterproof) sandpaper from all brands are understood to be Stearates free. **A little tip** – Add some liquid detergent to hot water when wet sanding as this reduces clogging, makes sanding easier and helps remove contamination.

·Yellow Sahara sandpaper in widths for half sheet Orbital sanders and hand sanding. It has a good reputation for holding its edge when power sanding. It is sold through the BoatCraft Pacific Reseller network.

Unfortunately hardware staff and sales representatives are vague as to which sandpapers are stearated. Be wary of anything that states it is “No Clog”, “Clog Shield”, “Free Cut” or claims extended life, is suspect.

If you have sanded your work with a stearated sandpaper, the best way to clean it off is to further sand it with a non stearated sandpaper preferably wet with detergent in hot water (hot soapy water), or wash off the job with hot soapy water

using a clean scour pad, then rinse well with water. Make sure the job is thoroughly dry before proceeding with Epoxy resin application. Water based paints can handle a degree of moisture, but will take longer to dry and cure if the timber is damp to wet.

Timber Oil or Oxidation Protection

Have you ever had difficulty gluing or coating oily timbers? Timber protects cut or broken limbs by oxidation or natural oils to protect the exposed damage from degradation. Some timbers are brilliant at protecting the damaged area by exuding oil to the surface thus sealing off the cell structure to moisture ingress. Good examples of this are Huon Pine and teak. This is why Huon Pine, myrtle and sassafras tree trunks have been logged from Tasmania's hydro dams three to five decades after being drowned. Test results of recovered timber were surprising. Not only was the waterlogged timber still useable, it had taken on some unique characteristics. Some of the sassafras logs had taken on a green colour while other timber varieties have proven easier to work with.

While most Aussie eucalypts rely on oxidation to seal the exposed cut cells and prevent moisture penetrating and degrading the cut timber. Good examples of this are River Red Gum and Jarrah which have a reputation of being difficult to coat or glue. When freshly cut they are a lighter colour, but over a few days the colour darkens due to oxidation or oil coming to the surface. This is the effect of oxygen and UV reaction with the cell structure to seal it over. Figure 2 provides an overview of before and after sanding colour change (Red circled areas) with a video on the subject at "The Epoxy Guru" You Tube channel titled "How Timber Protects Itself".



Figure 2 - Timber Sanded Areas Highlighted

The most effective way to remove oxidation and oil from timber surfaces is to course sand (80 grit) with the grain or straight off the saw. This cuts the oil or oxidation from the surface and opens the cell pores to enable coatings and adhesives to lock on. Sanding needs doing same day for most timbers as the Oxidation begins straight away. Timbers like teak, huon pine, jarrah & river red gum should be glued or coated as soon as sanded to ensure a good bond. Do not use solvents to remove oil from the timber as this only draws more oil to the surface. Nothing beats course sanding for epoxies and glues and solvent based coatings.

Surface Contamination before Sanding

This is the downfall of people sanding previously coated surfaces which have been exposed to waxes, oils, silicon and environmental conditions. This contamination is caused as part of the polishing / protecting process to protect painted / topcoated surfaces from UV and moisture. The other reason is environmental conditions.

It is important to wash down these surfaces with a clean scour pad and hot soapy water to remove all contamination

from a surface before sanding. Once washed down it should be hosed off with water to remove all traces of detergent from the surface. Wet sanding with detergent added is the most effective way to remove contamination.

Environmental Conditions

Are a nightmare as the contamination can turn up from all sorts of situations you would not think of. City pollution from diesel engine and aircraft exhaust particulates. The Location of timber to be coated and weather conditions such as wet weather need to be taken into consideration. Pollen from flowering scrubs and trees creates surface contamination with wattle being one of the worst. The kayak in Figure 3 was originally coated outside the shed in spring. It looked like snow drops had fallen on the surface when the epoxy was applied as a result of pollen on the surface. The photo at figure 3 was taken after all contaminated Epoxy had been removed, the surface washed down with hot soapy water and hosed off. Then Bote Cote Epoxy Resin applied under cover as soon as the boat was dry.



Figure 3 - Kayak After Cleaned and Recoated

Another good example of contamination is a boardroom table a customer was coating with Pour-On-Gloss. It looked magnificent when finished as shown at Figure 4 with the sun and reflection showing the magnificent finish.



Figure 4 - Freshly coated Boardroom Table

The problem is that they did the sanding when it was raining and a main road was less than three (3) metres away with thousands of cars screaming past daily. The roller door was left open during the day that allowed very moist air to migrate inside the workshop and suck into the dry Oregon. The cabinetmaker came back three (3) days later and found a horrible milky layer below the hardened epoxy as shown in figure 5. This was

caused as the moisture tried to release from the timber before the epoxy had cured. They made a small dining table as a test job in the back corner to confirm they had the technique sorted out and it was magnificent.

Figure 5 – Table Top showing milky Layer

He sanded back a 2nd time to remove the milky finish, leaving the workshop door open for fresh air and clearing dust. It was not raining when the sanding was carried out and the result for the 2nd pour was even worse as the area closest to the door had collected pollution from the cars and heavy trucks idling and accelerating when the traffic lights changed. The result was severe Fish Eying as shown at Figure 6



which is partly sanded.

Craftsman Influence

Blokes cannot help themselves, as they wipe their sweaty hands over the freshly sanded surface your skin contains oils. Do not do it, as it is a common source of contamination. Always have a clean lint free cloth handy to wipe over the surface to see how your sanding is going. Also stay away when eating your hot chips as there will be temptation to wipe the surface. When sanding an epoxy surface is finished, wash down with hot soapy water and hose off, then let it dry in a clean area.



Figure 6 – Boardroom Table Fish Eyes

Another source of contamination is the workspace. My workshop bench has shrunk considerably in the last couple of years and it is overcrowded with projects as shown at figure 7.

Figure 7- Workspace Contamination



At present I have been using a spray bottle of WD40 to lubricate sharpening stones with overspray going everywhere. I will guarantee I will end up with Fish Eyes if I do not wash off sanded epoxy surfaces with Hot Soapy water. On the bare timber I will need to course sand before coating.

Another source of contamination is caused when compressed air is used to blow dust off the sanded surface. Most compressors are not oil free and will have traces of oil particulate ready to cause contamination on your pride and joy. Wash down with hot soapy water.

Solvents & Solvent Cleaning

A great way to make air bubbles disappear in your fresh Bote Cote Epoxied surface is to spray a fine mist of methylated spirits (metho) over the surface. This breaks the surface tension and it is like rain falling on a puddle as the bubbles burst. This is a great technique if the humidity is low and the metho is fresh. The problem is, metho readily draws in moisture (Hydroscopic). As a result, the moisture can cause a dull to milky surface if there is moisture in the metho. Plus, if there is surface contamination, it can cause the effect shown in Figure 1. If this occurs remove the epoxy with a scraper, let the thin layer remaining, cure and then sand with clean non-Stearated sandpaper. Then wash off as previously identified.

Never wash off with solvent as the contamination will only be spread across the surface. Plus, when fabric is made a spray containing silicon is used to lubricate the loom and traces of the silicon will become embedded in the fabric. Unfortunately, cold washing is not good in removing the silicon traces. If there are traces of silicon in the fabric, solvent can melt it and put contamination onto the beautifully sanded surface. Hence, the reason to keep solvents away from sanded surfaces and the emphasis of using hot (hot as you can handle) soapy water with a scour pad. It is the only way to effectively remove contamination from previously coated surfaces to remove dust, traces of sweat and environmental contamination.

Effective Sanding

Sanding Sucks! By taking up the tips in this article it will save you having to re-sand surfaces due to contamination.

Figure 8 - Shuttle - UFO Sanding Pads&Abranet

To finish off BoatCraftNSW has found neat sanding pads (Figure 8) for great hand sanding results for Velcro sanding discs, either new or used. They work effectively when using Abranet SIC NS disc's for wet sanding. The Shuttle which is rectangular and shaped to fit your hand is designed for flat surfaces and it is very effective. The UFO is round and flexible on the edges and is great for sanding curved surfaces. They are much more effective than holding sandpaper or disc on a cork sanding pad. They also save plywood splinters in hands when edge sanding cut plywood.



There are heaps of video's on "The Epoxy Guru" You Tube Channel related to working with the BoatCraft range of products. From "How to" and "Tips & Tricks" with 190 + video's for you to choose from.

WBA AUCTION ITEM - FASHION BAG

Our Merchandise Officer and James Craig volunteer Sally Ostland has fabricated a shoulder bag out of a James Craig sail that was shredded in a hurricane rounding Cape Horn in the middle of Winter well, perhaps not, but it's definitely ex-Craig and highly original.

Sally has kindly donated it to the WBA as a raffle item and in a few weeks it could be yours.

Size is 250 x 200 mm (excluding fringe) with an internal opening of 150mm. Item will be on display at WBA General Meetings and questions may be directed to the Treasurer.

Closing date is the end of the shanty singing at the WBA social night on Tuesday July 11th.

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.

Bids and questions by text or email, per Treasurer details in Scuttlebutt .



 International



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AkzoNobel

William Fife - Master of the Classic Yacht by Franco Pace.

Reviewed by Nick Lawther

Published by WoodenBoat Books, with a preface by Eric Tabarly

This is most definitely a coffee table book, a big book at approx 10"

x 14". And it's a beauty. Franco Pace is a professional photographer

and his book is chock full of colour pictures of beautiful Fife yachts, 19 of them including such names as Pen Duick, Tuiga, Altair

and Kentra.

Sit and browse. You may turn green with envy or you may shudder at the

thought of maintaining all that varnish. But the photos are

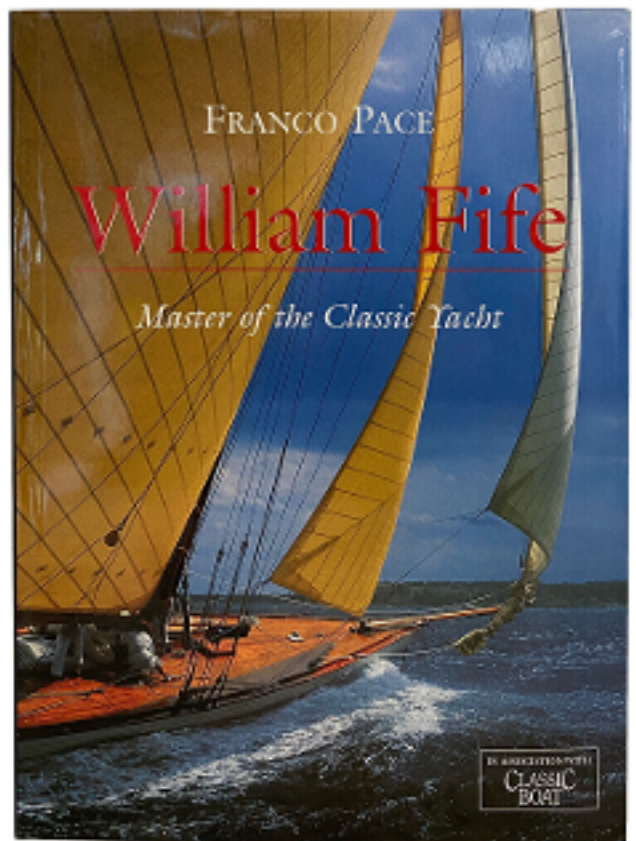
sensational, photos by a person who knows his trade and his subject.

Enough text to add context and compliment the pictures.

A quick on-line search says a second-hand copy goes for about USD40

plus p&p but I am happy to say I outbid Michael Coleman (sorry, Michael) at the last WBA meeting to capture this copy generously donated to the Association. A new copy from Boat Books Aust would have to go on the Christmas wish list.

Why waste your time on MAFS when you can enjoy such a quality book?



Do you have a favourite boat book?

Let us know about it! Send us through a few words on why and we can do the rest including finding a cover image!

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GUIDELINES ON WRITING AN ARTICLE FOR SCUTTLEBUTT

The Key Questions

How many words?-There is no 'real' limit to the length of articles that can be submitted for publication. The current 'record' is a 4-part article published over 4 consecutive issues of Scuttlebutt. The Editor will organise content each month to best suit the available content.

Types of Articles

·Boat Projects, New Builds, History of Wooden Boats, Location-Location, Tools and Techniques, A Trip, Museum/Festival visit ...and so on.

·A 'Photo' essay?– Yes: supply 4 – 8 photos with captions

·A single photo with a caption

·A Letter to the Editor

·Others ?

The 'nitty-gritty'

·Keep the text separate from photos

·Send photos as separate files (jpeg best) with the file size as large as possible

·When the article is done, put it and the photos in a folder on the computer, Zip the folder, and then send it to:pwidders@yahoo.com.au

The WBA Committee is looking for an **Assistant Editor** to help with the production of Scuttlebutt each month. The position would not necessitate attendance at Committee meetings and would be ideal for someone looking to get involved with the WBA while living out of Sydney.

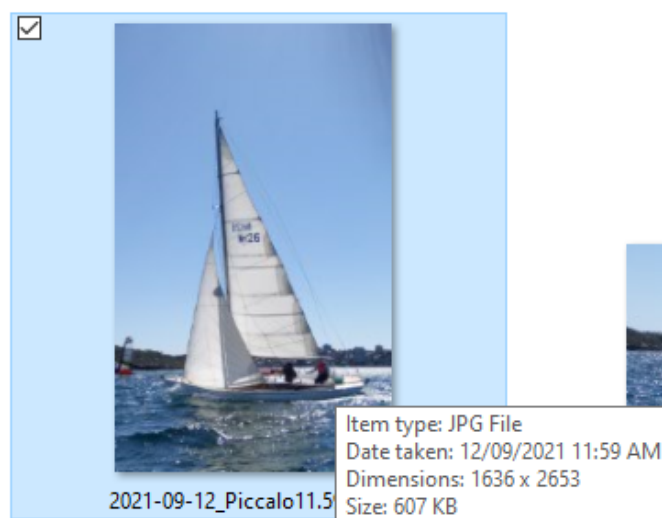
Interested/More Information? Peter Widders 0481583794 or email (above)



A GUIDE TO PHOTOS:

The quality of images coming through for scuttlebutt has always been improving. Modern cameras and phones make it pretty easy to get an image that's ready to go into print. When it comes to sending through images for Scuttlebutt, the bigger the file size the better! As a rough guide, images that are less than 1MB in size will end up small on a page of scuttlebutt so they aren't too pixelated. Images over 3MB are likely getting close to big enough to be a cover image!

If you aren't sure, just send through what you have and we can go from there! But bigger is always better in this case.



Amazing picture, but a little small for the cover



THE PAYNESVILLE REPORT

By Chris Dicker

In this issue we are going to help save the world by fitting an electric motor to Rosherville.

Originally she did not have a motor at all and was probably used as a net boat although someone said she is a little deep up front for that purpose. In any case the boat would have been rowed or sailed. The latter is unlikely as there is no evidence of a centreboard.

The motor, which has been sitting on my shed floor for far too long is finally in the boat.

The whole kit and caboodle, including the three 48 volt Lithium ion phosphate batteries were supplied by Luxfords of Mornington as a package. All components are Vetus and the highest of quality.

The motor is an E-Line 5000, equivalent to 11 H/P. It weighs 70 kgs and the batteries, though quite large only weigh 39 kg each. The whole system runs on 48 volts but there is also a heavy 12 volt battery to drive the ancillaries. How we charge this 12 volt battery is yet to be revealed to us. In fact how we charge any of the batteries is still on the table.

Motor and batteries weigh 230 kg, which is pretty heavy, although only a little heavier to what a small diesel and fuel would weigh. We were originally going to use 4 X12 volt batteries hooked up in series to obtain our 48 volts which would have weighed 280 kg alone.

Part of this motor is water cooled so a cumbersome heat exchanger is fitted to the outside of the hull requiring two 28 mm holes. This cooling water also requires a pump to keep it circulating. Have I lost you yet? No worries, plenty of time for that.

These figures are pulled out of the sky and so are a little rubbery. At 3.5 knots we may get 17 hours running out of the three batteries, which equates to 60 miles. At 4.5 knots that figure is halved. I would still be happy with that. The trip out is perfect but the trip home is against a headwind and a short choppy sea with the dodger up. To maintain 4.5 or even 3.5 knots we really have to draw some juice out of those finite batteries. "The answer is easy" said the Vetus rep from Brisbane, just add another battery. Where to put another battery?, and at \$3,300 per battery, where do you stop?





The whole package came to \$22,300.

We hope to launch the boat about mid year so watch this space.

Sorry to be so negative, I did not intend to be. I can't help thinking you can get a lot of sail power out of \$22,000 for a 21 foot boat and the sails would last for many years. Modern, lightweight sails on an easily driven hull gliding silently through the water somehow make the electric option and all its encumbrances almost archaic. Like the person hanging their washing on the line and telling their neighbour they are using the latest technology to dry the clothes, solar and wind power.

Meantime I have fabricated all the fittings for the new rudder out of stainless steel. This involves a lot of cutting and grinding, welding, fumes, dust and heat. Not my favourite pass time but part of the job.

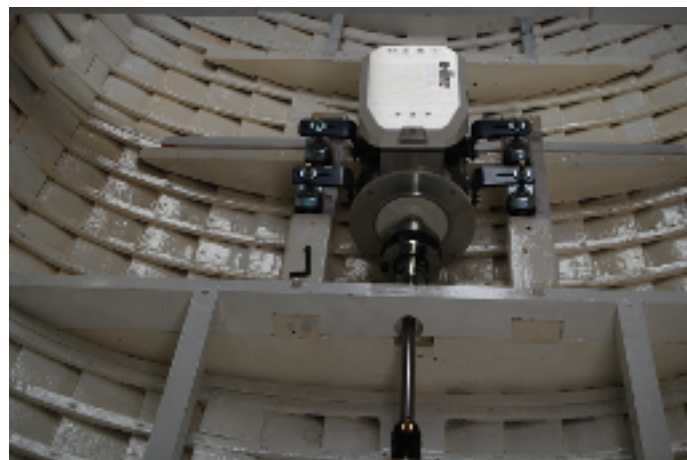
As far as I know Rosherville will be the only electric boat on the lake. Perhaps we can set an example. It would be wonderful to see everyone doing 3.5 silent knots.

I read with interest Dave Giddings article on epoxy hypersensitivity. Puffy eyes are only an indication that your kidneys, lungs and liver are struggling. We hammer our long suffering bodies mercilessly and have done forever. Take the greatest of care, especially what you breath in. I totally agree with Dave.

On the painting side of things. Recently I had painted Westwind with Norglass Weatherfast single pack enamel. I was getting poor results and had to be back in the water. In desperation I painted one side with Dulux super enamel and left the other side with the Norglass. After 5 months and a trip around Tassie the Dulux enamel is falling behind and the Norglass is holding up. It is a big job painting your boat, you want at least 5 or six years out of it.

Meantime I am just back from a three-day solo cruise of the lake. This was in lieu of another trip to Deal Island. It is so much easier than you think, put some food and water on your boat and a bit of fuel for emergencies, throw off the mooring line and head off. At times I was down to 1 knot but a wind finally came in and we sailed along. Speed is overrated, many destinations are overrated. It is the journey you will remember.

Autumn on the water, just magic.



CLASSIFIEDS

PICCOLO IS RELUCTANTLY FOR SALE:

A Nordic Folkboat beautifully built by Billy Fisher (early 1960s). Rebuild early 2000s using the West System Epoxy method with new rig, sails, motor, dripless stern gland, keel bolts etc. Her NZ Baltic Pine carvel splined construction, Dynel sheathed inside and out, provides a strong, dry hull.

Aluminium spars with workable sails including fully battened Mainsail, Genoa, Jib and 2 spinnakers A reliable, economical Yanmar 1GM10 diesel. Anti-fouled, Prop speed etc and improved electronics 12/22. Sunbrella cover. Many extras included

Moored Manly.

Expressions of interest above \$19,500

Contact Cleveland 0413 930 002 or crurbdes@ozemail.com.au



URGENT SALE : Thara – Classic Alan Payne Yacht.

Nain 3 cyl diesel; lots of sails; awning.

\$25,000 ONO

Contact Rob – 0414 741 725



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12 foot wooden hull excellent restoration project pick up only from Orange for more information contact:

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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

RESTORED TIMBER CLINKER BOAT - 5.35m

Restoration included replacing timbers and restoring the boat to former glory (costing \$60K). Inspired by the Turkish Gulets. Handcrafted tiller and rudder. Custom made trailer registered B66678, until 14 Aug 2023. 1964 Blaxland Chao 5hp inboard reconditioned motor.

\$13,000 neg. Currently housed in the Parramatta area. For inspection and further information please call Mark Hughes on 86771815 or leave a text on 0422377616.



FOR SALE

Hand made Rimu timber Lake Canoe made in NZ (1994) , 5.4 metres long. Weighs approx. 40 kgs, suitable for two adults or four children. Double sealed buoyancy compartments in bow and stern (unsinkable), brass bow and stern edge protection. Double fibreglassed inside and outside, re-glassed outside in 2021. Large kayak style double ended paddle, two single paddles. \$6,000



Located in Berry, NSW

EMAIL hollylandgren@icloud.com

CONTACT NUMBER 0414705005

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

LOOKING FOR:

Hi!

I'm wanting to talk to a wood boat builder in the Southern Highlands/ Wollongong/llawarra region, regarding a possible excursion to explore how boats are built!

Would you have any contacts for that area?

Thank you very much,
Jenneth Tollin-Graham
0415 158 941

FOR SALE: The Sea Urchin
Historic vessel looking for a new home. Built in QLD State Dockyard in Huon pine.

29.5' LOA. Single Yanmar 20hp engine and propeller; originally built as an open boat but has added a ply superstructure. Was afloat before being removed for repair, in need of restoration. Currently on the Central Coast. We have more information and photos. Please see maritime museum entry: Vessel no: HC000266

Price: \$15,000 (reasonable offers considered) Don-ph: 0401922761



FOR SALE:

Ranger model for sale

LOA 440mm Height 490mm Width 140mm

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



ON THE HORIZON

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

Dinner from 6 pm

Meetings : 7.30 pm

Tuesday, 9 May 2023 – Denis Songeon: "Practical skills workshop - Traditional oceannavigation"

Tuesday, 13 June 2023- Panel Discussion (TBA)

Tuesday, 11 July 2023 – Shipmates' Night (Games/Trivia/Sea Shanty Singing)

Committee Meetings –(Sporties Club at Gladesville)

Monday 15 May

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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 salsonsquarereg@gmail.com \$83



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SPOTTED IN THE WILD

DO YOU KNOW THIS BOAT?

Spotted In Upper Middle Harbour, East shore by Michael Coleman. The review? "Perfect."

Have you seen a boat 'in the wild' that you'd like to know more about? Send your pics to editor@wbansw.asn.au along with any questions and lets see what our readership can find.

NABBED FROM THE NET

This little boat on idyllic waters conjures up daydreams of exploring with a picnic.

Boat unknown

Location: Malaysia

Photo credit: Rajesh Ram M

<https://artist.scop.io/rajeshram-m-f1c29225>

