



SCUTTLEBUTT

APRIL 2023



Westwind cutting through the wildlife on her latest Tassie adventure - More in the Paynesville report.

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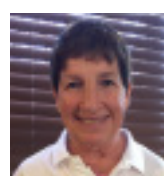
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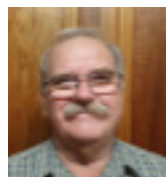
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PRESIDENT'S REPORT

April 2023

Getting Together with Other WBA Members

Thanks to WBA Member, and CEO of Norglass Paints, **Brett Mould**, for an excellent presentation at our March General Meeting. Brett's talk covered a broad range of topics: of special interest were **tips and techniques for using Norglass products**. Thanks to Brett also for the very generous Raffle donation of 2 x 4 L tins of Norglass products as well as other gifts to members on the night.

Another WBA Member, **Dave Giddings** will continue the coatings and materials 'theme' with his talk at the April General Meeting. Dave's talk – "**Using Modern Technologies for Boatbuilding – A Safer Way to Work**" – promises to be another interesting talk in our current series that began with International Paints in January.

Bantry Bay raft-up participants decided to start a casual raft-up mailing list to coordinate on-water get-togethers between 2 members or more on short notice throughout the year. The rule is simple: If you'll be on the water during the weekend and are open to a raft up anywhere between a couple of hours and the whole time, send an email to this list, preferably before Friday evening. To join the list, simply send an email to vicepresident@wbansw.asn.au.

Open to all locations – please specify your location when registering/responding.

Please note the change of date for the April General Meeting: Now to be held on Tuesday, 18 April 2023. This change has been approved by the Committee to avoid a clash with Easter Tuesday.

Author Author

Apologies to Member, Michael D'Aprix, whose name was inadvertently omitted from the March issue article about his Pompeii-built Net Boat. The Pottsville 'sign-off' alerted another WBA Member in the area who has now made contact with Michael.

Members Getting Together

Vice President, Denis Songeon, has forwarded an item for inclusion in this issue of Scuttlebutt. The invitation to join a 'casual raft-up mailing list' is not restricted to any one location: it could be the beginning of the establishment of connections in other parts of the state. Information in this issue of Scuttlebutt.

Scuttlebutt Articles – a Quick Survey

A follow-up to the item in the March issue of Scuttlebutt that sought expressions of interest in articles for Scuttlebutt. Our monthly newsletter is mostly written by Members for Members.

Specific suggestions are sought to continue the quality of our Newsletter.

Your thoughts? Please send to [pwidders@yahoo.com.au](mailto:pwidder@yahoo.com.au)

Peter Widders

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EPOXY HYPERSENSITIVITY - BY DAVE GIDDINGS

For several years, I had heard third hand stories about people who have become hypersensitive to Epoxies including a sign at a sailing regatta in Victoria several years ago for Mirror Dinghies. A competitor had become highly sensitive to Epoxy & put up signs stating his total disgust with the product and how nasty all epoxies were. This is a pity because there is a safer option available and I hope this story will provide an explanation of the signs to look for and safer alternatives to use.

In the last decade, I have come across customers who are hypersensitive to Epoxies and not game to even try Bote Cote Epoxy Resin in case they have a reaction based on the severe reactions they had experienced using old technology epoxies. BoatCraft Pacific usually has at least one person call them every week with a hypersensitivity story and most can use Bote Cote Marine Epoxy System without a problem due to the modern technology chemicals used.

Unfortunately, some people are just allergic and even Bote Cote is a No-No. If you are one of these people, I feel for you as my sinuses are stuffed from using solvents & solvent based paints and old technology chemical exposure as a young bloke, but I can play with Bote Cote with no sign of a reaction.

The first person I came across who is hypersensitive is an 86 year old retired boat builder who was building traditional skiffs using the Purbond Single Pack Polyurethane adhesive to glue double diagonal planked Historical 10 foot Skiff hulls and his boats are highly sought after with an article on his exploits in AABB Issue 88. Alf had become so hypersensitive to Epoxies that the last time he used old technology epoxy he ended up bed ridden for over two weeks as his body reacted to the chemicals in the old technology Epoxy hardener he was using even using Personal Protective Equipment. He has also told me of boatbuilders who used to smoke on the job while using epoxies and solvent based paints and most of them passed away too young.

During discussion with Alf on a visit to check out his building technique as shown in Figure 1, BoatCraftNSW Staff discussed how our Epoxy products are based on modern technology and how they are much safer to use. Alf had a tricky job to do where he could not guarantee no gap so he purchased a 600 gram kit of EPOX-E-Glue from us and believe it; he had no reaction to EPOX-E-Glue. This is positive proof of someone who is highly sensitive to old technology epoxy being able to use BoatCraft's modern technology Epoxies. He has since used EPOX-E-Glue on a regular basis since and not even wearing gloves. Check out Alf telling his story in the lead video for The Epoxy Guru.

Figure 1 – Alf - The Master Boat builder

Another person is David Payne, the yacht designer, who became hypersensitive to Epoxies when building his designs. When David came up with a new design for a modern version of an indigenous canoe as shown in Figure 2, he asked me to fibreglass it as he was not game to give Bote Cote a go, even though it is modern technology and does not use the nasties in the hardener of the old technology stuff. When I was using the Bote Cote to glass the canoe David ventured closer & closer to where I was working and he was surprised that he had not suffered any abnormal effects. By the end of the day, I had him passing me pieces of peelply to finish the job.



Figure 2– David Payne's Modern Native Canoe

A while back I had a young bloke turn up with his partner to buy some copper boat nails and I noticed his left eye was swollen similar to the symptoms shown in Figure 3. For some small talk I asked him "have you run into something" and to my surprise he responded "no, it is my epoxy eye" (I won't add what his girlfriend said).



Figure 3 – Classic Symptoms of Epoxy Eye

I then informed him on what was happening and that if he kept it up, he would become hypersensitive and not be able to play with maintaining his favourite boat. I found out he was using a well-known brand from one of the main chandleries (give me a call if you want to know the brand as I do not want to end up in court defending my good name). I convinced him he should give it the flick and he bought a small Bote Cote Kit before he left. He rang up four days later to thank me and told me he successfully used Bote Cote without suffering "Epoxy Eye".

Not long after, the shipwright from Cameron's Marina turned up to buy Copper Boat Nails & Silicon Bronze Screws for the restoration of the Naval Heritage Collections Motor launch (MB 168) and his right eye was swollen.



Figure 4 – MB 168 during post refit trials

I commented "have you been playing with epoxy" and Cyril responded in his best French accent "yes, it has me worried". I informed him how Bote Cote Epoxy is based on modern technology and does not contain the nasty chemicals in the hardener that the old technology epoxies contain that other suppliers sell in Australia. Again, Cyril took a small kit of Bote Cote and I saw him a few weeks later at a shipwright's function; when asked, he reported that he had no reaction to the Bote Cote. As a result, Cameron's Marina threw out the old technology stuff and used Bote Cote & EPOX-E-Glue.



Figure 5 – Cyril Inspecting Work on MB168

The reason people are prone to sensitivity to old technology epoxy is that the main ingredients in the hardeners that affect people are nasty chemicals that can ultimately affect your Central Nervous System plus a couple of corrosives. Again, if you want to get technical give me a call as they use various chemicals in slight variation that will all have a similar effect on you. The reason they continue to use these chemicals is cost. It is

considerably cheaper to use these chemicals than the modern technology chemicals used in Bote Cote, making Bote Cote very good value for money.

The "Nuts N Bolts" is that the chemicals used in the old technology hardeners have a High Vapour Pressure that means it vapourises easily and as a result makes it difficult to avoid breathing the vapour with resultant respiratory issues. The other issue is that the molecules are very small and this allows the chemicals to easily penetrate your skin causing the redness / rashes and swollen eyes. Basically, anything which is 3:1, 4:1 or 5:1 ratio will be old technology and I have even come across 2:1 epoxy which is laced with nasties. Have a smell of the hardener (be careful, it really affects me if I have a good whiff) and if there is a strong pungent smell it is full of nasties. Another way to tell if the Epoxy is old technology is that they are usually or should be classed as Dangerous Goods due to the nasties in the hardener. Therefore, they are expensive to freight. As Bote Cote does not contain the nasties, it can even be sent by Australia POST. Plus, if stored in plastic, the product will have a shelf life. The molecules in the hardener are so small they will leach through plastic.

The reason Bote Cote is much safer is that the chemicals used in the hardener are a much lower Vapour Pressure (meaning less likely to turn into a vapour) and the molecules are much larger in size minimising the chance of affecting the user. Bote Cote has other advantages over other epoxies available in Australia, as it is easier to mix the correct ratio, does not suffer Amine Blush with the full explanation available at <http://www.boatcraftnsw.com.au/botecote/info.html>

To read further into the chemical composition check out the Bote Cote Safety Data Sheet (SDS) on our website making sure you read the Resin & Hardener sheets. Try and find the old technology Hardener SDS on supplier's websites! When you call make sure you receive the Resin & hardener SDS, as they willingly send the Resin SDS but forget to include the Hardener SDS.

Don't be a thrill seeker and play it safe and you may even save some money, as well. All BoatCraft products developed by Dr Bruce McConkey are based on modern technology and are the safest available for amateurs & professionals to use. 2:1 modern technology Epoxy is more expensive to manufacture but what is safety & ease of use worth?

If you insist on using old technology epoxies make sure you wear a P2 respirator rated for Chemicals and disposable overalls making sure you always work in a well-ventilated area to minimise the chance of becoming sensitive due to breathing the vapour. By the way, disposable overalls are important PPE as the vapour can stay on clothing for a considerable period of time and continue to affect you and or those around you.

I regularly get the story of "I have been using it for twenty years & never had a problem". Remember, the effect of these chemicals never leaves your body and sooner or later they usually catch up with users if you play with them enough as happened with Alf. Even when using Bote Cote we recommend you always wear gloves & protective clothing to prevent contact with skin and always work in a well ventilated area no matter how cold it is. Never use acetone or other solvents to clean epoxy off your skin as it makes it easier for the molecules to penetrate. White Vinegar is brilliant for cleaning Epoxy off your skin & clothing followed by washing with hot soapy water.

Good Luck with your boat building projects. If you have any questions or are not sure of the next step when using our products, give us a call, drop in with some photo's or check out our website at www.BoatCraftNSW.com.au in their chosen career or enjoy their pastime.

Remember – "There is no such thing as a silly question".

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IT'S A SMALL WORLD - BY DAVE GIDDINGS

November 2015 I had the privilege of heading off on an adventure with Brian Wilson. We towed his Starlight Dory Trailer Sailor named "Indian" to Narooma, NSW for the Narooma Boats Afloat. It is a relaxing and social weekend and I had been looking forward to our trip south since earlier in the year.

Brian had snuck me away for the weekend in 2013 and I had a great time meeting like-minded people with a love of wooden boats. I also heard some great yarns about cruising and working in the South West Pacific in the 1960's from Brian and a great customer of ours, along with entertainment by the then resident seal.



Figure 1 – Indian on trailer ready for Adventure

Brian built "Indian" which is the Starlight design by David Beatty from Elliston in South Australia. She came to life over a three year period in the mid 1990's and has performed well ever since with road trips to Bribie Island and Toronto Wooden Boat Festival each Easter that is a favourite of Brian's along with the pilgrimage to Narooma most years. The Starlight tows easily on the dual axle trailer and we were able to sit on 90 to 100 kms when the road permitted and made a timely trip to Narooma. It is a relaxed coastal town in southern NSW between Batemans Bay & Bega with a magic little harbour and waterway. Brian spent many a school holiday there "many moons ago" with family and it brings back many fond memories. During the visits to Narooma, time was spent mucking about on boats as a kid and helping his uncle on his oyster lease.

Figure 2 – Indian in Parade of Sail at Toronto

On the weekend of the Boats Afloat, people come from all over the place to enjoy a social weekend with like-minded people and to show off their pride N joy. The fleet included three



steam launches and boats of all shapes and sizes. I spoke to a bloke from WA in 2013 who is building a 30 foot Steam Launch and I am looking forward to seeing it at Narooma down the track.



Figure 3 – Grand Parade Under the Road Bridge

The weekend started off with a BBQ on Friday night in Jim's boatshed in Forsters Bay with a great crowd in attendance and

catching up with old friends telling tall stories of their adventures afloat.

Saturday morning was a slow start with a mustering of boats on the inlet with locals lining the shore to check out the spectacle of a heap of silly boaties going round the inlet in circles, supposedly in line astern. When given the signal, the flotilla of sixty odd boats from Kayaks to 30 plus footers headed up river to the classic tune of Putt-Putt engines and steam whistles.



Figure 4 – The Flotilla heading up River

The destination was Paradise Point for tea & scones and more social interaction. There was great interest in all of the craft lining the foreshore as it was the first time for inspections to be carried out. After a break, it was back down river to the marina and a casual afternoon of checking out boats and in our case too many Dark N Stormies with interesting yarns with



fellow woodies.

Figure 5 – Crowded Foreshore at Paradise Point

Over the weekend I quizzed Brian more about "Indian". Including how he came to pick on the Starlight design to build and where the plans were from. In a flash, Brian produced a well-read copy of Australian Amateur Boat Builder Issue 34. Sure enough, on the cover was Brian's Dory, only in different colours and the story about the Starlight was the magazine centre fold. I proceeded to read the adventure of how David Beatty designed the Dory to meet his requirement for coastal cruising in the formidable Great Australian Bight, as there was no design readily available that met all of his criteria. When satisfied he had it pretty right David then proceeded to build his Dory called "Starlight". From his Pen N Ink drawings David developed a set of hand drawn plans that rival any I have seen. Brian explained how easy the plans were to follow when he built "Indian".

Figure 6 – Cover Shot of Starlight on AAB #34

Anyway back to Narooma; the sail past was on Sunday morning with a similar ritual to the Saturday morning round up. Only this time, we turned to starboard and headed down along the inlet to the ocean side of the bridge. What a buzz, 60 odd boats of various shapes and sizes in line astern and



hundreds of people lining the bridge and Boardwalk clapping all boats as they passed by with Figures 3 & 7 show a small portion of the crowd. One of the interesting sights was the crowds' reaction when one of the launches set off his steam whistle directly under the crowd standing on the bridge as depicted in Figure 3.

Figure 7 – Part of the crowd on the Boardwalk



The Parade finished back at the boat ramp to load the old girl on the trailer in time for more socialising. This occurred at the other end of the inlet at the Boat builder's group boatshed and hardstand. The volunteers had put on a scrumptious BBQ lunch with prize giving and raffle draw. What a weekend, which was finished off with an easy drive back to Sydney.

I wonder what the organisers will come up with this year? If you have not been to Narooma for the Boats Afloat then put it in your calendar now for the 2nd Weekend in November. More information, video's and photo's are available at <http://www.naroomaboatsafloat.com>.

Now back to Brian's Dory as it is a lot of boat for her size. I was so impressed with the room inside and lines of the Starlight at 19 feet long which proved comfortable and cosy to sleep on. I was beginning to think why aren't there more of these great Trailer Sailors around? So, on the way home, I quizzed Brian further and he convinced me to contact David. I borrowed Brian's well read copy of AAB #34 as it contained contact details for David. I telephoned the number when I got back to Sydney but it was disconnected. So, I did it the old fashioned way and wrote him a letter hoping he had not moved. Just before Christmas and to my surprise, I received a beautifully hand written letter from David explaining his love of building boats and that he has designed and built eight different boats

with most being dinghies. He now owns an Alan Payne "Koonya" which he has taken from Elliston to Vanuatu & back.

David made special mention in his letter that he gained his boat building bug reading Boden's Boat Building book as a kid in the early 1960's. The story that caught his attention was reading about Brian Wilson building his first yacht the "Morning Sun" as a young bloke. It was the first Boden "North wind" with the design concept developed by Brian as a strip plank on steel frame yacht.



Figure 8 – Brian's Morning Sun Framed up

The reason for the steel frames was because Brian was a boiler maker by trade and this made it easier and faster for Brian to make the skeleton.

Figure 9 – Morning Sun Ready to Launch



When finished, Brian headed off into the Pacific with twenty pound in his pocket. How's that for coincidence!!! It just goes to show "it is a small world".

I could write another three or four pages on Brian's boat building & cruising adventures but you could have enjoyed them more by going to Narooma and collar him in the cockpit of "Indian" for a good yarn. Unfortunately, Brian passed away in September 2022. So you will be stuck with my recollection.

Figure 10 – Brian's Morning Sun at launching



By the way, David gave me permission to sell the Starlight plans to Wooden boaties looking for a unique trailer Sailer which is easy to build. She is a great little boat for the young & not so young who is after a great coastal cruiser to go short term cruising and racing. I also consider there is scope to lengthen her out to about twenty two feet to improve the waterline length and provide more cabin space.

There is more information available on the Starlight Trailer Sailor @ www.BoatCraftNSW.net under Kits & Plans. The plans cost \$250.00 including Instructions with the Bote Cote Boat Building book and unlimited product support from the BoatCraftNSW Team.

At this stage we have already sold a set of plans and a customer who built his Starlight at Blackheath in NSW. He developed the boat building bug from building a Bellinger canoe which is featured in AABB Issue 90.

I have inherited Indian as a tired boat left in the weather. Over the next couple of years she will be progressively getting a restoration which has started and enabled us to sail her in the 2023 Marlay Point Overnight Race.

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WBA AUCTION ITEM

A pair of original oil-fired navigation lamps has been donated to the Association and is offered to members for a suitable cash donation. They are in working condition (as seen here, fired up first go) with the green lantern having a blue lens to compensate for the yellow-based oil flame (bear this in mind if you are thinking of converting them to LED). Lamp height is 220 mm.

To give as many members as possible the chance to participate, the auction will be open until the end of the auction session at the WBA general meeting on Tuesday May 9th.

Viewing is at monthly general meetings and/or by arrangement with Peter Widders (Gladesville area). Email enquiries and/or Bids to Treasurer@wbansw.asn.au. Any additional information such as detailed photos or inspections by any of the committee will be shared; info gleaned by a bidder's inspection is private (unless material to the sale condition).

As each bid is received any previous bidders will be notified except in the closing stages. Bidders may set a "Not to be exceeded" bid which will only be applied as required to beat the current highest bid by \$5. Proxy bidders on the night are permitted/encouraged. Winner is responsible for shipping costs or other arrangement.



A BOOK YOU CAN'T PUT DOWN - THE SHIPWRECK BY LARRY WRITER

This is an enthralling book about the famous shipwreck of the 'Dunbar' - the pride of Duncan Dunbar's fleet of sailing ships. The Dunbar was built and launched in November 1854 in Sunderland at the borders of England and Scotland. It was built at a cost of 30,000 pounds over 17 months. A length of 62 metres, tonnage of 1066 tons unloaded, a carry capacity of 729 tons, the sails were 1579 square metres, 45 tons of iron knees to strengthen the hull, copper sheathing to protect the hull from worm and iron beams in the hold to support the cargo. The Dunbar was the fastest of all British ships. It was a huge ship for its day - built to match the speed of the three masted clippers sailing the long voyage from Portsmouth, England to Sydney, Australia. Duncan Dunbar's ship made the journey to Sydney over 40 times, so the captains were well versed in the long 80 days nonstop voyage. The ship was not designed to carry convicts but in the Crimean War it was seconded as a troop carrier. When the Dunbar took paying passengers, their accommodation was second to none, comparing it to accommodation on the Queen Mary.

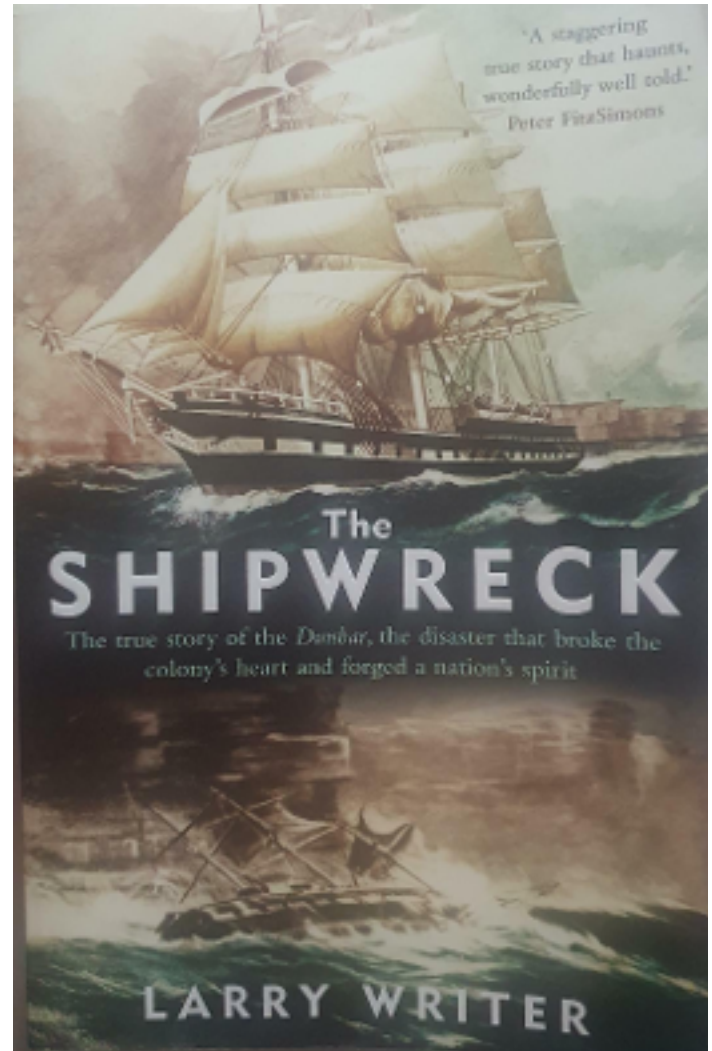
Duncan Dunbar entrusted his ship to his leading captain, Captain Green, who maintained station on the poop deck for 3 days straight coming up the coast of NSW. It was not incompetence that sealed the ships fate. Off the heads of Sydney at 11.30pm with no vision in a pitch-black night in an enormous onshore storm with torrential rain and a badly positioned lighthouse at South Head all culminated in the Dunbar hitting rocks. There was a loss of 130 people with only one survivor to tell the tale.

Sydney, with only 57,000 citizens, was touched by the enormous loss of life and horrific aftermath of body parts washing up in the inner harbour for weeks.

The city shut their doors in respect for two hours whilst the mile long procession passed from the Dead House at Circular Quay to the cemetery at Royal Prince Alfred Hospital.

You need to read this book! It's A Book You Can't Put Down

Review by Ross Marchant

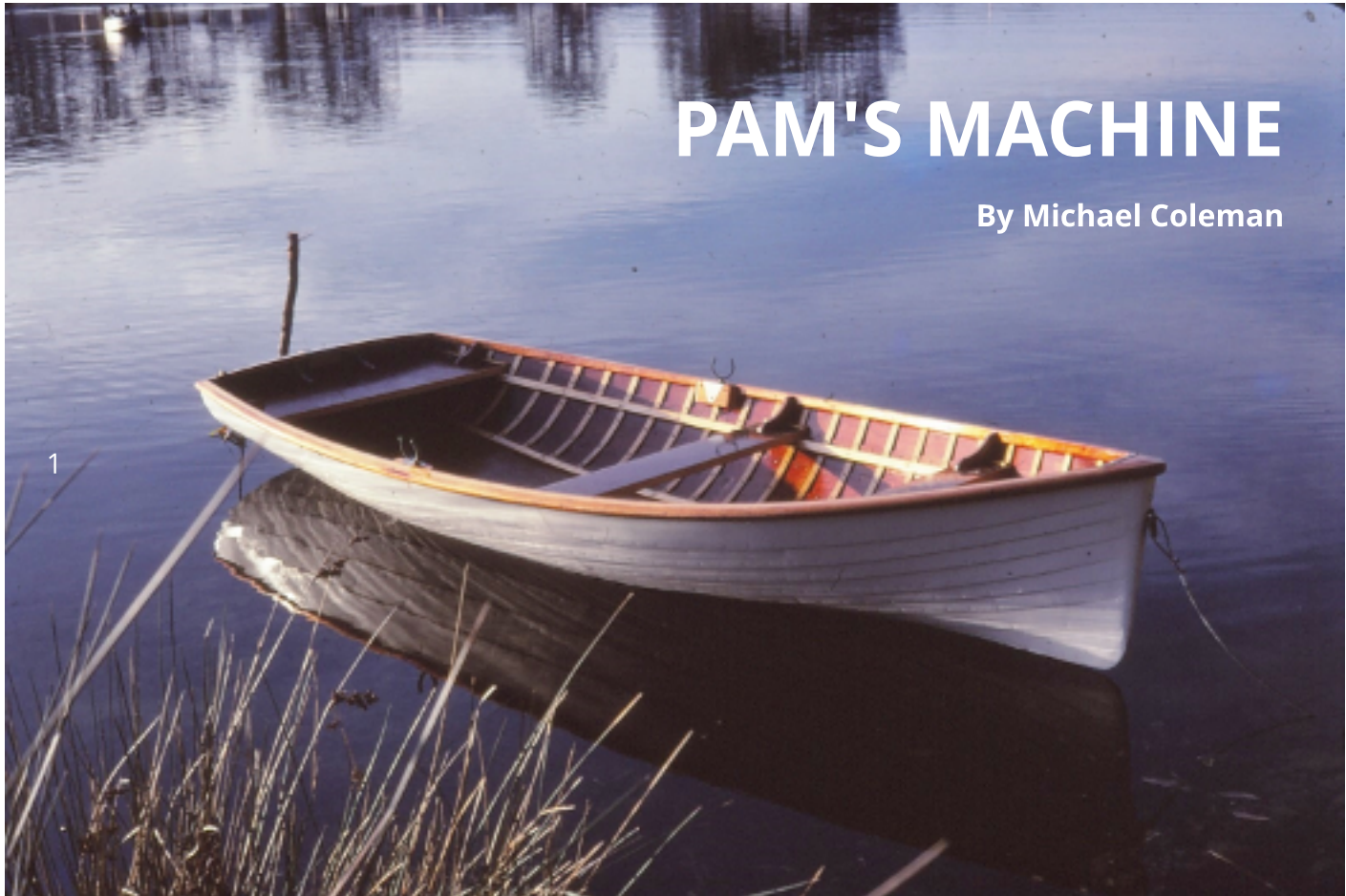


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PAM'S MACHINE

By Michael Coleman

1

These snaps are too good to waste.

Back in the early 1980's our families used to holiday at "Elmoos", (now called Kulindi Guesthouse) a charming old guesthouse on the Northern side of Sussex Inlet, (opposite the township) in what is in fact part of the A.C.T, adjoining the Jervis Bay naval base area. This house and its immediate neighbour, "Christians Minde" had been built by Danish families in the late 1870's: the men fished (and took their catch across the bar to ships standing off which took it to Sydney,) grew crops and raised cattle, and, to remind themselves of home, they planted pines, which 150 years later, have attained great size. It was one of life's great pleasures to lie on the grass under these giants and watch the tide go past and the sun set.

Next door to these houses lived a retired naval officer who had built two lovely clinker style boats, seen in these snaps. My research with the Jervis Bay Maritime Museum and with the current owner of Elmoos, a descendant of the original settlers, drew a blank as to his name and background. I was very taken with his rowing boat; he saw my interest and told me about it.

He had designed and lined it out himself and was rather scornful of the idea of "plans"; he implied that its build was all rather simple. He called it "Pam's exercise machine", as his wife would row across the inlet to town for supplies and I understand that it rowed very well. Looking at it now, it's clear that it was nailed and roved in traditional style but I can't recall whether the timber was planking or ply; if the latter it's from the days when red cedar ply (or something very similar) was available. I think it's a lovely shape and a very sweet looking little boat.

The other snap is of a watercolour of another of his boats that my late brother-in-law, John Gunter, painted at the same time. He was a maritime artist and loved old wooden boats. I know even less about this launch; only that he had built it himself and that it was diesel powered, about 16' long and also a very handsome little ship. It stuck me that "The Commander" (that's how I thought of him) and Pam had found Nirvana, where he could build nice wooden boats, fish, go for a spin in one of his handsome boats, walk through the bush down to the long surf beach and live in quiet retirement at the side of a picturesque river.

Michael Coleman





THE PAYNESVILLE REPORT

By Chris Dicker

A few highlights of Westwinds Tassie cruise

We now regard Bass strait and Tasmania as being in our back yard so the short legs make the top of Tassie quite accessible to us. It is still a long haul to sail down the east or the west coasts.

My faithful crew and mate of many years has hung up her seaboots, though she herself admits she will never be a sailor she is the main reason we have had so many happy, trouble free miles under Westwinds keel.

Noel Parry was my crew down to Hobart and Mike Warner was crew back to Paynesville. Both very interesting people and skippers in their own right.

We sailed down to Deal Island 98 miles south and Noel was amazed there was such a place south of the 26th parallel. Noel and his wife Jackie have sailed around the world twice. My crew fell in love with the caretakers wife so I had to cancel his shore leave and clear out ASAP. From Deal we decided on the west side of Flinders Island, anchoring in various bays and as the weather was calm ventured into Franklin Sound, the relatively narrow passage between Flinders and cape Barron islands. We had a trouble free sail to the little port of Lady Barron, on the southern end of Flinders Island. I have long wanted to visit Lady Barron. Here we spent a couple of days before heading east over the notorious Vanstittart shoals. This we did in perfect conditions at the top of the tide, leaving the Pot Boil well to the north. One could easily get into trouble here. The shallows are extensive and a long way from land.

I shudder what it would be like in any kind of a sea.

We were spat out into the Pacific Ocean or is it the Tasman sea, having cheated Banks Strait, we enjoyed a beautiful and plentiful northerly breeze. Not long after shaping our course to south we spied a sail coming down on us from the north, we thought we were doing well but were soon overhauled by 'Storm Bay'. A truly remarkable sailing vessel. There were 13 vessels anchored in Wineglass Bay, most of them destined for the festival. Not the brotherhood one might think.



A brisk sail to Triabunna for a couple of most enjoyable nights in good company then on to Chinaman's Bay, Maria Island where I enjoyed a lengthy walk out onto the headland and environs. This was another dream come true for me as I have always thought that headland would be very interesting. If you can walk, you should, there is no greater joy than putting one foot in front of the other, it is how we used to get around. After three hours I was compelled to get back on board but so enchanting was the place I could easily have stayed for much longer.

My crew was not keen to go around the bottom so we transited the Denison canal at Dunalley without problems, though you do have to be on the ball. A blow was forecast so we needed somewhere to hide. Thanks to Phillip Brown, on Anitra, we headed for New Norfolk Bay, which proved to be a safe little anchorage. The sail, or flog, from there to 'Snug' was the worst time of the entire trip, where we managed to blow out the top of my ageing mainsail. Three hours of sewing with needle and palm. Sewing and patching was often on the list. Going to windward is hard on a boat and ungentlemanly.

The festival, starting with the parade of sail was, in many ways the best ever and we had five of the most delightful passengers foisted upon us. Far from passengers, they were all accomplished sailors who took over the boat, including the catering. They were guests of Philip Brown, on Anitra, who was unable to take part in the parade.

Mike Warner joined me for the return cruise from Hobart back to Paynesville. We visited Cygnet for much too brief a time then sailed past Recherche Bay to anchor under Maatsuyker Island, 43 and a half degrees south. Another tick on my bucket list. It was like being in a David Attenborough documentary. From there we made an early morning departure for Port Davey, just making it before the predicted strong wind came in. We enjoyed this by sailing up Bathurst channel with a scrap of headsail doing 8 knots.

Even with a two metre draft the lure of Melaleuca inlet was irresistible and we had a trouble free passage, tying up at an historic landing. We explored Melaleuca extensively and enjoyed a very peaceful night tied to the old landing. Always sad to leave these beautiful places that you may never see again we sailed north to Macquarie Harbour and Strahan, where once again Neptune saw fit for us to have a safe entry. Here we spent some time sitting out strong northerlies and enjoying the lively west coast town. Mike caught a bus into Queenstown where he bought quite a bit of huon to repair some damage to his boat, Lahara.

Very sadly we left Strahan one afternoon, transiting Hells Gate to anchor in Pilot Bay. There was a four to five metre swell outside with a three metre sea on top. Pilot bay was surprisingly swell free but still caught the wind. (Gusting 36 knots) according to observations. From here we made our departure at midnight, hopping on the back of the low pressure system. My crew had to be home so we sailed a three day stint from there to Paynesville, averaging 5.5 knots. The moon was up at 6pm and set by midnight so the nights were dark. We were treated to two nights of the Aurora Australis and a sky full of stars.

Westwind was in her element and performed beautifully, hardly taking a drop of water.

Is that enough vitamin sea someone asked.

I am afraid not.



CLASSIFIEDS

PICCOLO IS RELUCTANTLY FOR SALE:

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Allan: 0418 241 235.



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\$1,200 but offers are welcome.



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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

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Would you have any contacts for that area?

Thank you very much,
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hollylandgren@icloud.com

CONTACT NUMBER

0414705005

ON THE HORIZON

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

Dinner from 6 pm

Meetings : 7.30 pm

Note Change of Date for the April General meeting.

Tuesday, 18 April 2023- Dave Giddings: "Using Modern Technologies for Boatbuilding – A Safer Way to Work"

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 17 April

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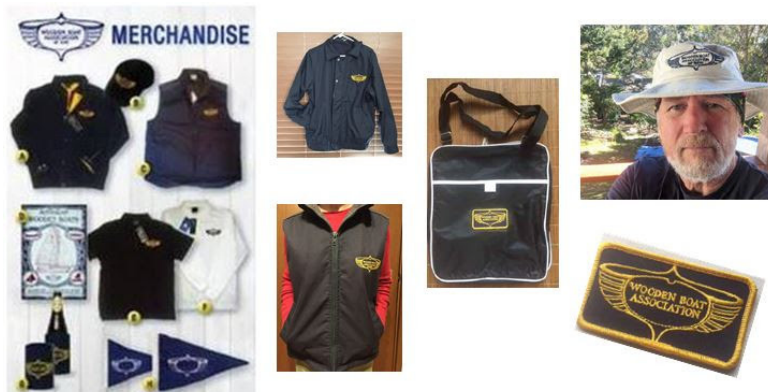
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Surf Hat	\$22	\$25
Baseball Cap	\$20	\$23
Australian Wooden Boats Vol I	\$20	\$25

Members are able to purchase /order items at General meetings or by email to the Merchandise Officer - Sally Ostlund salonsquarereg@gmail.com \$83



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