



OCTOBER 2021 NEWSLETTER

COMMITTEE 2020 – 2021

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SECETARY: Maxine Mantle

TREASURER: Stuart Best

COMMITTEE: Robyn Best

Sandra Creed

Michael Filacouridis

Judy Franklin

Leanne Williamson

The President's Post



Ahoy Members,

I hope everyone is safe and well. Things on the Covid restrictions front seem to be improving – finally. We have had a great response to our request for interest in attending the AGM, so let's keep our fingers crossed and hope things go according to the state Government's plan and we can get together – finally.

Speaking of the AGM, Maxine has already sent nomination forms for next year's Committee. Please participate in the nomination process if you think you know someone who would be suitable. You can even nominate yourself if you would like to have a go.

Also, please give a thought or two to trips you would like to do. New or old locations are fine. We haven't had much of an opportunity to get out this year, so here is looking forward to a MUCH better 2022. If you have an idea for a location and some special or local knowledge, please consider being a trip leader. If you think you might be a bit overwhelmed at that thought, don't fret there are plenty of very experienced Members who we can pair you up with.

Start dusting off the boat

Most importantly, please continue to keep safe and well.

Happy and safe boating.

**Ian Franklin,
President, Whittley Club NSW Inc.**

Trip Report

ABSOLUTELY NOTHING - ZILCH - ZIP - ZERO!

Thanks Covid (not!)

Let us hope we can get back to normal soon

Technical Contribution from John Whittles

From John Whittles

Life sucks and then you die.

I don't know who said that but they obviously never had a Whittley, because if you do life definitely doesn't suck.

Suction however, as I have recently discovered can be your friend.

A couple of years ago I bought a new inflatable tender for my cruise master.

I chose a mercury brand because the PVC material that constitutes its construction had thermally welded seams that were supposed to be superior to glued seams.

Unfortunately, one of the seams had a slow leak. I took the tender back to Waves at Concord, the company that sold it to me for a warranty repair.

I received a frosty welcome and at the onset was informed that the leak was probably my fault for over inflating the boat and leaving the boat in the sun.

There are possibly those who disagree with me but I didn't get to be this old by being that stupid and I pointed that fact out to him. I will not deal with Waves in the future.

Another trip down to Sydney to pick up the repaired tender only to find out about three weeks later that although the leak was not as severe as before the seam was still leaking.

Two years down the track I had an epiphany (for those of you who are verbally challenged substitute brainstorm).

The pump supplied with my inflatable boat can pump air into the boats chambers or it can extract air from the chambers.

So, I extracted all of the air from the hull with a leaking seam This created a partial vacuum and then I applied a small amount of PVC solvent cement (the type that is used for glueing conduit or PVC plumbing pipes together, (it comes in a variety of colours including clear) to the outside of the seam and the low-pressure inside the hull sucked the glue into the leaking seam After allowing a day for the solvent cement to cure I inflated the hull and checked for leaks with a soapy solution. Eureka! no bubbles, and now four weeks later the boat is still fully inflated.

The glue used to join PVC conduit or PVC plumbing fittings is a solvent cement that chemically welds PVC material together. I will be very surprised if this leaking seam ever creates a problem again.

This fix would only work on boats constructed from PVC

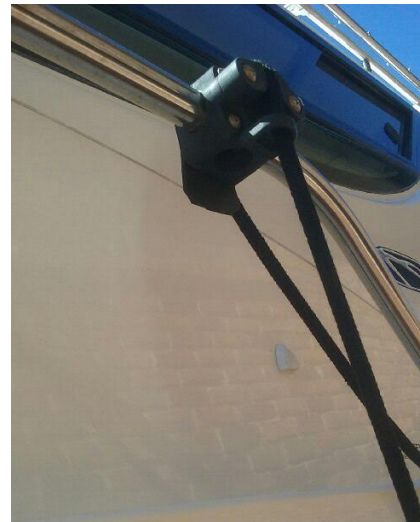
Fender Handling

From Roger Gregson

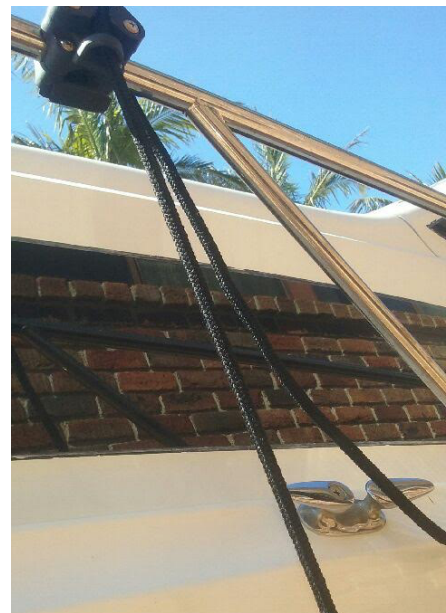
How to alter the fenders from the Marlin Board. Not original but well worth the effort



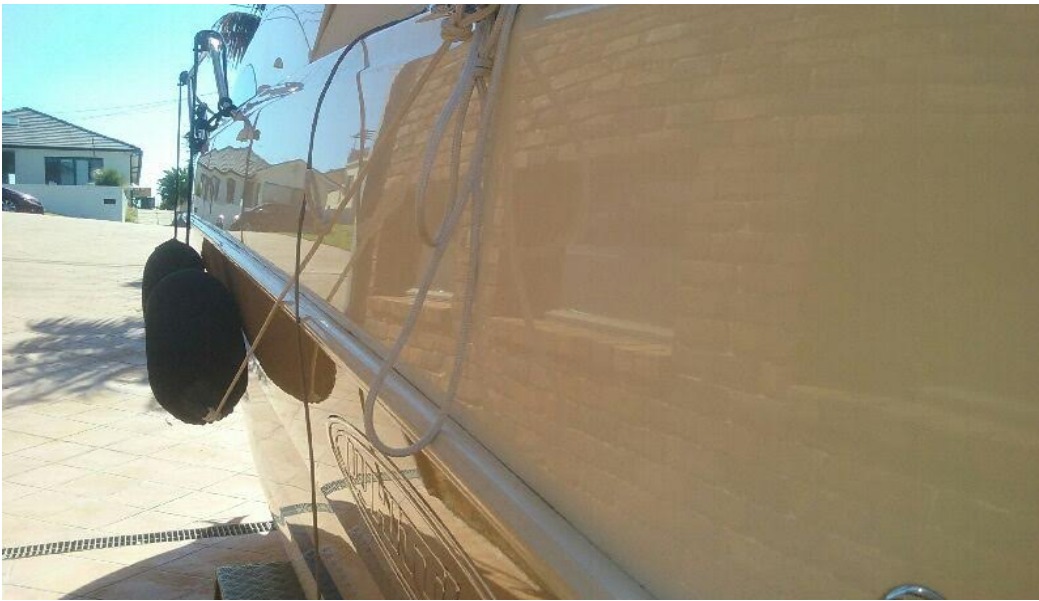
Mount a cam cleat on the rear of side rail.



Mount another cam cleat midway along side rail.



Fit fenders and adjust to the height suitable for a pontoon. Then tie a rope permanently to the bottom of the front fender then loosely to the bottom of the rear fender.



Using the same rope pull it very tightly to the rear cleat and tie a loop in the rope. Pull the rope tight and hook over the cleat horn. Unhook the rope and pull toward the rear cleat until the fenders are at a height suitable for rafting. Then make a loop at the rear cleat. Unhook and let the fenders relax down and then tie a loop at the rear cleat. Cut the rope approx 1meter and tie it to inside hand rail or to any convenient fixed point. NOTE tie a knot at the end of each fender rope to stop loss



Example of loop



There you have it. All that needs to be done is to adjust the fender position from the Marlin Board in one move. NOTE be sure to raise the fenders before launching and retrieving as a major stuffup is imminent.



GOOD LUCK Rog

How do some of us store our boat?

Ever wondered?

Here are some of them, more to follow, next newsletter!

Gary and Narelle, The Palace, (the boat, not the accomodation).



Very neat, "Athena", Roger and Athena.



Michael and Diana "Marie Christine"

My tender sprang a leak since day one so decided to get a bigger tender



Stuart and Robyn, "Amaroo"



El Presidente! Ian and Judy "Much Ado"



Feeling very dejected, "Edenvale", Max and Margaret.



Bob and Lea, “Knot so lill”



Sandra and David, “Kryian”
(You can tell David is a builder)



Taking the prize for the most luxurious accommodation,
Phil and Sylva, “Highly Strung”

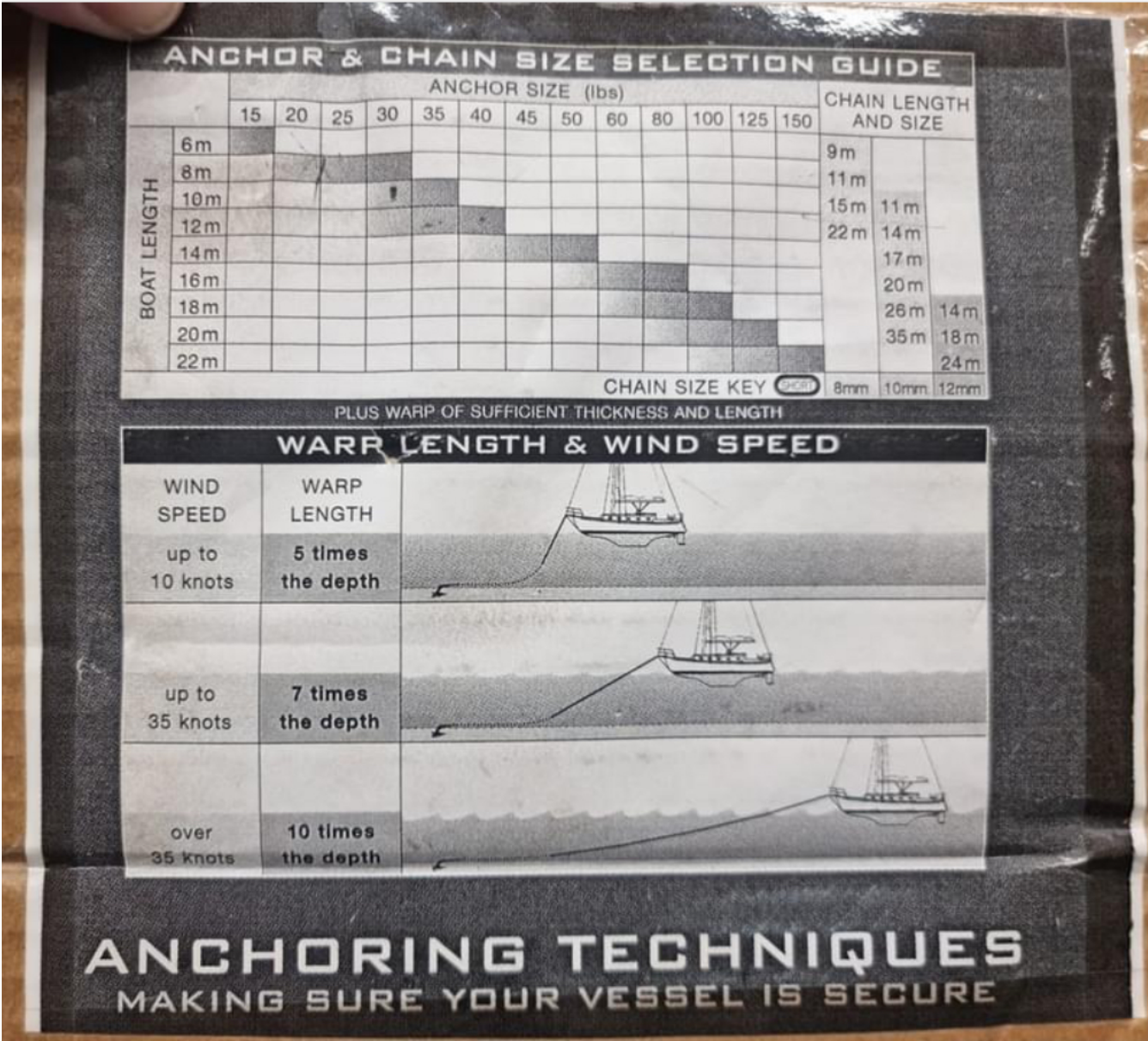


Constructed from recycled materials for “Two Can Tango”, John and Jan



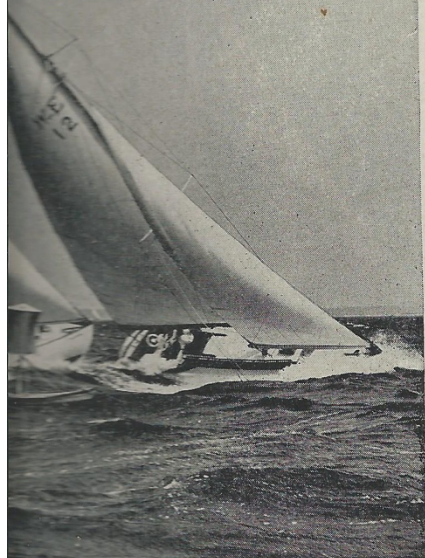
Handy Anchoring Chart

From John Whittles;



I have been reading a 1946 THE RUDDER American boating magazine and came across this article which may be of interest as to man's creativity re solving a problem. Basic engineering but interesting just the same.
From Roger

COUSENS & PRATT INC. SAILMAKERS BOSTON, MASS



LIAM H. GRIFFIN Sail Maker ESTABLISHED 1863

Special Attention Given to
Yacht Sails of All Kinds
Work of Every Description
Estimates Cheerfully Given

Marine Basin
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MADE TO ORDER

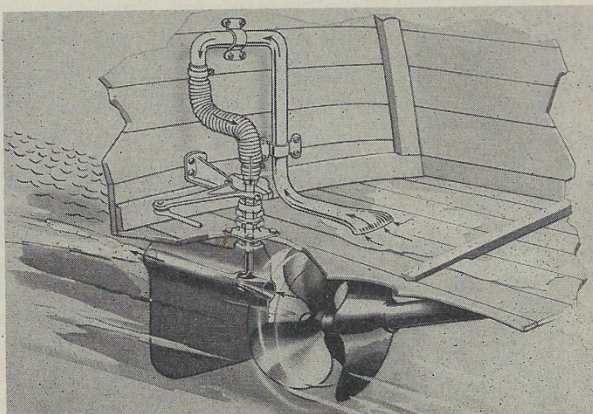
COVERS
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THE RUDDER

Federal-Mogul Marine

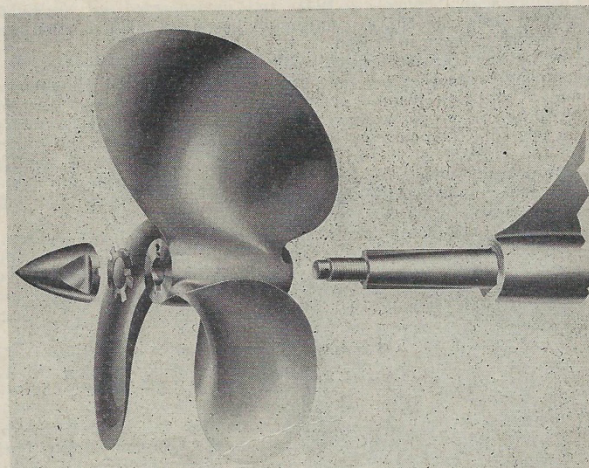
AN important development for postwar boats is a new type rudder developed by Federal-Mogul Marine incorporating an automatic bilge bailer and marketed under trade-name Equi-Jector.



Federal-Mogul new Equi-Jector rudder

This new rudder incorporates a Venturi injector integral with the rudder in such a manner and in such location that its action is augmented by the propeller slipstream, resulting in an automatic bailer which is effective at speeds as low as four or five miles an hour. In addition, by throwing the clutch in, Equi-Jector can even be used to pump out the boat when it is tied to the dock.

The volumetric efficiency of the Equi-Jector is such



Federal-Mogul integral spline shaft

that when there is no water left in the bilge it acts as a constant exhaust when the boat is under way, thus eliminating bilge fumes and the attendant danger.

Equi-Jector sets up no resistance to boat speed. The fact that it has no moving parts means it absorbs no engine power and thus costs nothing to operate. Boat builders who have seen the Equi-Jector in tests are unanimous in praise of its simplicity and efficiency.

Turn off the Light!!!

By Michael Filacouridis

It is late wife is sleeping you go to the esky to get a drink

(Wife) "what are you doing turn off the light off I am trying to sleep"

Well, here is how you can have a light without the wife screaming at you

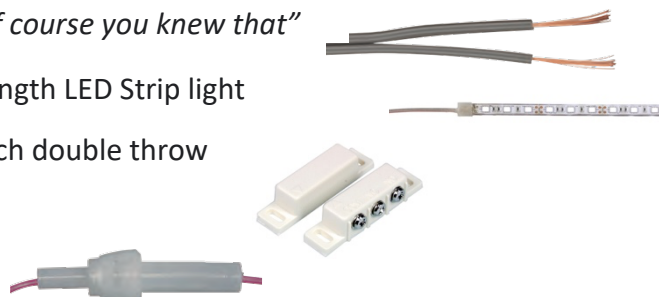
Things you need.

Electrical wire "of course you knew that"

Desired length LED Strip light

Reed switch double throw

3A fuse



Tools Required

Screw driver (small Philips)

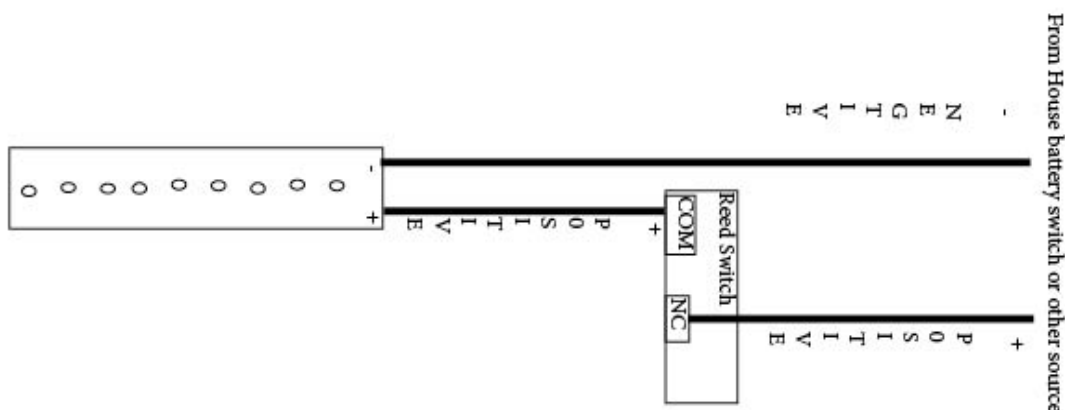
Soldering Iron (if you haven't one ask John LOL)

Wire cutter

Procedure

- 1 Cut a desired piece of wire and attach it one end to the central house switch or piggy back from any sources. Connect fuse if you are coming directly from the house battery or the house battery switch. The fuse has to be connected to the positive (red) current
- 2 Place the reed switch in the desired location. The magnetic end inside the side wall of the esky and the other end on the lid of the esky.
- 3 Attached incoming red or positive wire to the middle terminal of Reed switch marked (NC). The positive end of the led strip light to the marked end (COM) and there will also be a little triangle. The negative (black) wire will connect directly from the source to the negative side of the Led light
- 4 Make sure you seal all exposed metallic connectors as your beer bottle cap may come into contact with the reed switch terminal and terminals and short out.
- 5 When Esky Lid is closed lights will turn off
- 6 Now you can enjoy you late night beer without been told off. Just do it quietly.

Diagram



And to finish off, photo credit to Bruce Lynch;



Extract from Calendar of Events

(subject to Covid restrictions)

Month	Date	Event Location	Location Details	Event Activities	Meeting Location	Event Organiser Name & Contact Details
November	13 th – 14 th	AGM	RMYC Broken Bay—Pittwater	Meeting at 3pm, Dinner at the Marina and Stay marina overnight. Showers/toilets/cafes/ pool available for overnight guests.	TNA – Prpbably Castle Lagoon	Stuart Best 0425 343 605
December	11 th – 12 th	Xmas Get Together	RMYC Broken Bay—Pittwater	Meeting for lunch at RMYC, overnight stay at Castle Lagoon.	RMYC Broken Bay—Pittwater	Stuart Best 0425 343 605