

Scuttlebutt

April 2017



**Boats owned by members of WBAQ and WBANSW on a beach on the Kalang River, NSW.
In the background is part of the Urunga Sailing Club racing fleet**

Photograph by Rob Hardy



President's Report

Jon Bell

And yet another month slips by, with nary a nail nor plank affixed. To all those making progress on their boats - building, rebuilding, maintaining or simply making progress on the water - congratulations and keep up the good work!

Our guest speaker last month was Jon Simpson, treasurer of TANZ (Tall ships Australia and New Zealand), who presented a passionate case for the benefits of sail training in the nurturing of young people, and the consequential benefits to the community in supporting such work. He distributed some booklets with details of all the ships associated with TANZ. These will be available in more outlets soon and at \$5 each are reasonably priced. More importantly, however, is that \$3.40 from every sale goes towards the scholarship program to enable as many young people to benefit as possible. (A side benefit was that it solved an argument in The Boatshed cafe the other day, as to whether or not the *James Craig* is a wooden vessel - more than paid for itself!). Another scheme run on Windward Bound out of Tasmania ships one group from affluent families and another group from refugee families, with one catch; the affluent have to raise the money for the refugees' passage. The results have apparently been remarkable and lasting on both sides. Our thanks to Jon for his most enjoyable presentation, and to TANZ and affiliated programs for the work they do.



Ask Someone Who Knows was introduced by our secretary Peter Widders, and his search for a solution to rust-bound plane irons produced this surprise: a mixture of Acetone and Transmission Fluid! Another question about making rope fenders led several people to recommend The Marlinspike Sailor by Hervey Garrett Smith and having borrowed Peter's copy I can heartily recommend it myself. Lovely drawings. Lots of useful advice too, like the end of the description of the Constrictor Knot - "Once you get used to this knot it is amazing how many uses you will find for it, one of which immediately comes to mind. It would make an excellent necktie, properly drawn up, for that moron in a speedboat who loves to tear through a crowded anchorage at dinnertime." Amen to that!

The raffle was won by serial offender Grant Holmes with Nick Cassim as runner up.

As mentioned in previous columns, Peter Widders is the default epicentre of the Web Site Working Group and he has set the standard for all other groups to follow by holding the kick-off meeting at his house with BBQ dinner and tour of current boat project. A mixture of technical-savvy people and interested users then reviewed our current site and a few others to look at short-term fixes and longer-term targets. First prize of a seat on the Working Group will be awarded to anyone who can tell me what has changed on the website since mid March! The committee and the working group all have ideas as to what purpose the web site should serve, but little is known about



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what the general membership actually wants it to do. Anything? Anything at all?

Our guest speaker at the general meeting on April 11th will be Ken Barrows, winner of the 2016 Hal Harpur Award for Jessie, his Paul Gartside designed Tomales Bay One Design skiff. With the double skin on bent frames construction it should be an interesting evening, especially for anyone contemplating their next build, so come along and add to the inevitable Q&A afterwards - where the real truth comes out! Remember to come early for dinner.

Finally, don't forget that the Lakemac Classic Festival is on this Easter Weekend at Toronto, NSW, with around 80 classic boats on display - steam, sail, motor and oared craft of all sizes, plus model boat demonstrations and races, displays, market stalls, kids games, vintage farm machinery, an art exhibition, historical displays, vintage cars and trucks, entertainment and, of course, the "Quick and Dirty" boat building competition held on the Sunday. The event culminates in a Grand Parade and Blessing of the Fleet at 3pm on the Sunday afternoon. <https://www.lakemacheritagefestival.com> for details. The WBA tent will be there, thanks Ross & Sally; feel free to drop by and maybe lend a hand for an hour or two so they can enjoy the show as well.



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Participation in events organized by the Association may involve certain risks which include the possibility of harm or damage to vessels, equipment or persons inherently associated with the perils of the sea or weather. Such risks will require the exercise of the prior judgment of members on behalf of themselves, their guests and invitees whether to commence or continue any particular activity irrespective of information supplied by Association officers.

Printed by Power Colour Pty Ltd, 106 Grose Street, Parramatta NSW 2150 A.B.N. 58 066 215 021

MID NORTH COAST WOODEN BOAT CRUISING MARCH 2017

by Rob Hardy

The annual Mid North Coast gathering of wooden boats was held in early March, the dates each year being determined by suitable tides. Owners of a number of open wooden launches (putt putt boats for short !) arrived in Urunga to enjoy the company and fellowship of like minded friends for a week of socialising, catching up and cruising on some of the best rivers on the Mid North Coast. We were away for eight days in total and while Sydney was copping a drenching, we generally had good weather with only one day declared a no boat day, and what a wonderful excuse for a long lazy lunch in the pub at Bellingen !



Afternoon tea time on the bank of the Nambucca River, not far from the head of navigation. L to R Melkirdan, Judith Anne, Kingfisher and Putten



Kingfisher, Melkirdan and Judith Ann motoring up the Nambucca River. Kingfisher has recently been fully rebuilt over a four year period to an incredible standard. Of batten seam construction, every seam was splined and the hull sheathed with a lot of careful finishing to produce a flawless result. Really, too good to use ! The boat was thought to be built in the early 1940's and possibly on the North Coast, in the opinion of skilled shipwrights. There was evidence of a number of engines having been fitted over time. Kingfisher has now been fitted with a rebuilt Simplex engine, to suit the age of the boat.

The Nambucca , Bellinger and Kalang Rivers are all different but scenic in their own special way. The conditions were perfect this year for motoring well up the rivers. We reached the head of navigation on all three rivers, aided by a very high tide and clear waters coming downstream after little previous rain to stir up silt. The Kalang run is by far the longest and a return trip can be over six hours, including a lunch stop.

Rob Hardy - Putten



Peaceful gathering of the four boats and crew at the top of the Nambucca River



An almost surreal scene from the past on the bank of the Bellinger River at Bellingen. The river height allowed the boats to progress further up the river than previous without the usual grounding on the rocky bottom.



An eye must be kept on the change of tide even well up the river. Here, a secure anchoring can be seen at the top of the Kalang River while we were having lunch. No problems !



At our favourite lunch spot near to the top of the Kalang River. We actually motored further up than this spot, however it became very narrow, with our bow parting bushes aside.

Building the Whilly Tern

by Peter Widders

The decision to build a new boat came a few years after the build of the last boat a 5.8m (19ft) sea kayak launched in March 2014.



With the developing 'itch' unable to be quelled by a few furniture projects, it was time to clear a space in the shed and get underway. The choice of a 4.6m (15ft) Iain Oughtred designed Whilly Tern was a fairly simple one given that I wanted to have a go at a new building technique (glued ply lapstrake) and was totally seduced by the shape and size of the Whilly Tern.

The hull is built from 6mm Gaboon Ply with several different types of timber used in the fit-out. Floors, sheer strakes the aft stem are recycled Celery Top Pine; the thwarts are King Billy Pine and the mast partner and in-wales are of Tasmanian Myrtle. Floorboards are of recycled Blackbutt.



The lug rig spars will be of Oregon and the centreboard and rudder assemblies are laminated ply.

My previous building experience has been with cold moulding, strip planking and stitch and glue, and the new technique has been an enjoyable learning experience.

Completion is expected sometime later this year with future use on lakes north, south and west of Sydney, as well as closer waterways.



In the Works....

Do you have a project 'on the go' ?

It could be a new build, a refit, an addition or just a small bit to improve your boat. A 'boat-related' tool or 'thing' would also be of interest.

A new (occasional) section of Scuttlebutt is looking for information to share with our members.

Editor, Chris Goddard and Secretary, Peter Widders would be happy to receive contributions to this new section. Text and pictures most welcome.

For those who would prefer, Chris and Peter would be happy to visit your shed/boat/site to gather some information and pictures about your project for publication in Scuttlebutt (150km radius of Sydney please).

Peter - 0481 583 794 pwidders@yahoo.com.au

Chris - 0414 447 007 chris.goddard@optusnet.com.au

Two new members in the last month.

Colin Legg of Huntleys Cove who has a 26 ft Thunderbird sailboat named *Snowgoose*.

Barry Crook of Hunters Hill who has a 20 ft Bill Fisher built Gentlemans Launch called *Amy McLaren* usually moored in Drummoyne.

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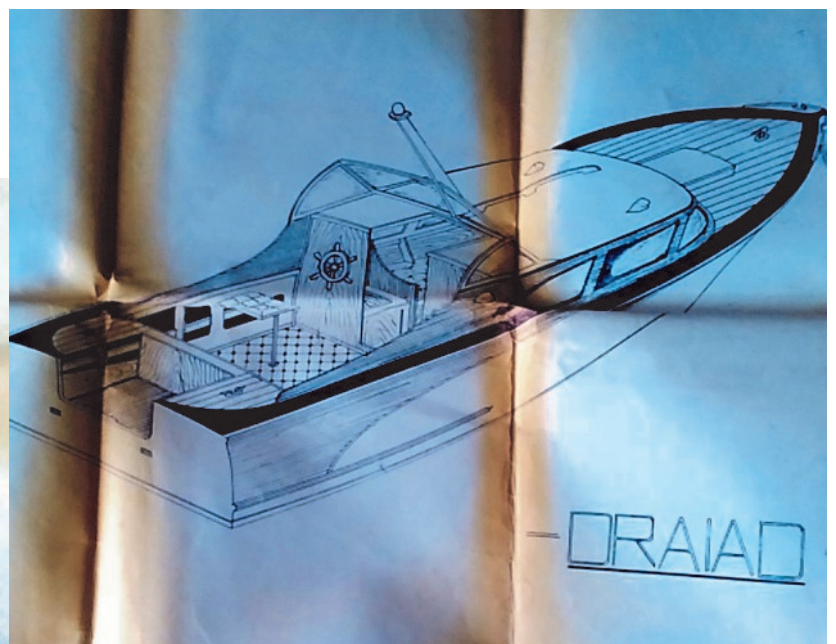
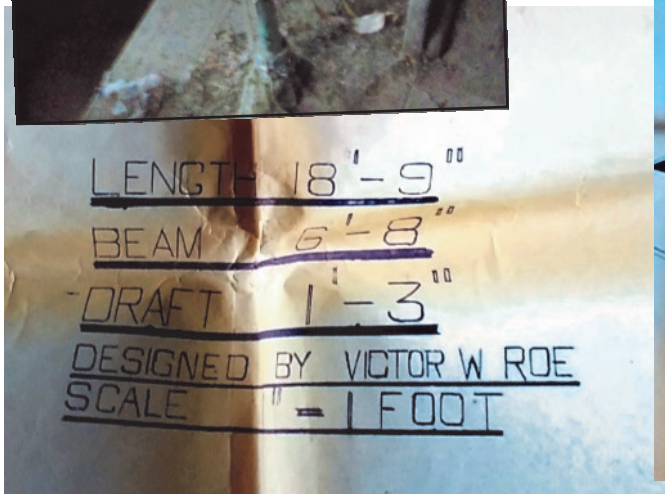
Jon Bell sent this email:

Rescue Project

Not sure if the significance is worth rescuing, but someone around Wolloughby area might want to have a look and report back.

Couldn't find anything on the web re Victor Roe (but from memory A.V. Roe was a 1900s aircraft designer)

Contact Jon Bell for more information.





Not THE CAIRNS REPORT

from Chris & Gilli Dicker

THE TOURING CAIRNS REPORT.

I will say the Cairns Report for want of a better title. I mean I could say THE DEAL ISLAND report or the KILLIECRANKIE Report but we are heading more or less in the direction of Cairns and there is every chance we will keep going and arrive. You see, we have had these troubles in the past where *Westwind* bolts down here like a mare with her tail on fire but getting her back 'up there' can be a chore. She gets moody and plays games. I have nothing but empathy for her!!

As I begin writing, *Westwind* is anchored in East Cove, Deal island, which is in the Kent Group off the north west tip of Flinders island. Most islands are fascinating in some way or other, remote islands even more so. Today I made the pilgrimage to the summit and the lighthouse. There is a track, which takes you through a long grove of casuarinas, the floor carpeted with needles. When you start climbing the casuarinas give way to spindly tea tree and acacia. At Wybaleena, on Flinders we had a close encounter with an agro tiger snake. Here on Deal the worst predator seems to be the odd March fly and the impending weather. The only snake is the whip snake, which is venomous but very timid. We have encountered three since we have been here. We have also, more or less, had the place to ourselves except for the numerous wallabies and Cape Barron Geese. These are totally unafraid of humans and seem to have a very easy life.

For those who are interested we did sail up the west coast of Flinders Island. For those who are not, go and put the kettle on. The west side is the steep side and really is spectacular and so many more anchorages than the east coast. The biggest problem seems to be the vast carpet of weed over the otherwise sandy bottom. There are rocks too; some that don't bare thinking about but how many do we pass over in our lives and carry on, oblivious or otherwise!?

After 5 days on Deal Is and possibly 20 kilometres of walking, a window presented itself and at 0500 one morning we hauled our anchor and in company with a Tahiti ketch we headed 100 miles due north for Lakes Entrance, Victoria. There was a strong wind warning, which we missed in the fine print and which gave us some exciting sailing but with two reefs and a tiny headsail *Westwind* was very comfortable ...and very fast. We arrived off Lakes Entrance at 12.30 AM in a flat calm so hove to until 0630. While we dozed the boat did almost a complete circle of one mile as *Westwind* followed the wind around. Just on daylight with the tide in the last hour of flood we crossed the notorious Lakes Entrance bar, being a long weekend and glorious weather every man and his dog was out or tied up at the free jetties, there was simply nowhere to tie up and it seemed like anchoring is discouraged so we headed up into the vast Gippsland Lake system, the biggest inland waterway in Australia. We have friends from Cairns who built a house on Raymond Island, opposite Paynesville, they said if we were in the area to drop in, so here we are folks. We have been treated like royalty and can't believe that over a week has gone by and we are still here. On their property are the biggest grey kangaroos I have ever seen.

Gippsland Lakes are truly one of nature's wonders and we have only seen a very small part, Paynesville is the home of some wonderful wooden boats and has a keen yachting fraternity. It is also host to a fledgling wooden boat festival.

I should also mention that we are not just sightseeing, the atrocious weather that the east coast has enjoyed over the past couple of weeks is not something that interests us and does not look like improving for a few days. As I write we are just back from a short sail to 'Duck Arm'. The lakes are shallow in places but here even *Westwind*, with her 2 metre draft could tie up to the bank. Here is also home to thousands of black swans.

In closing I almost forgot to mention that I ran into a chap and luckily engaged him in conversation. Some key, mutual acquaintances popped up and he turns out to be Peter Moore who owns the boat '*Barking Sands*' and is a member of the WBANSW and as you would expect a very amiable fellow indeed. We are not sure that this column will not become 'The Paynesville Report'.

P.S. Yes, it has been okayed with the editor.

I forgot to mention the '*Curlip*', which is an authentic paddle steamer that used to ply the waters near Marlow, east of here. She is not an old boat and her freight was the walk on walk off type as bus and coach drivers call their cargoes. She was doing no good and slowly falling from grace so she has been transported to Paynesville for a refit and hopefully a new home. There is no better place for her than here. It looks like the work will be done on a fund raising and voluntary basis and



Curlip an authentic paddle steamer that used to ply the waters near Marlow. The original PS *Curlip* was built in a Tabbara sawmill in 1889 by Samuel Richardson and his sons. It was operated along the Snowy River in the Gippsland region between 1890 and 1919, before being washed out to sea, and broken on Marlo beach, by a flash flood.

This vessel was started in 2002 to construct a live steam powered replica, albeit somewhat larger than the original to meet safety regulations and carry additional passengers for commercial reasons, the Paddle Steamer *Curlip II* with the assistance of grants from the Federal and Victorian State Governments. Construction was started in earnest by shipwright Bill Jones in August 2006, and with the assistance of roughly 200 volunteers (a core group of 10 performing the majority of the work), she was finally completed and launched on the Snowy River in late November 2008. The vessel is operated by a not for profit organisation, P S *Curlip* Inc, who offered regular cruises and private charters on the lower reaches of the river and its estuary, until 2015. Paddle Steamer *Curlip* had its survey status revoked in 2015-16 due to the inability of the management to provide regular slipping and maintenance, compounded by the infestation and attack by *Teredo Navalis*, the marine shipworm, that attached to and bored holes in the vessel's underwater hull.

it seems the town has embraced the project. I may have got some of the facts wrong and if I have I am sorry but after all this is a story and facts often do not play a big part.

For those that experienced the floating tin shed a couple of Hobart Festivals ago, I had the honour of meeting Bernie, the chap who thought it up and built it here in Paynesville. I dare say he would have also skipped it while the band entertained the masses. I went to take a photo of it today for Scuttlebutt and it was gone. Imagine our surprise later on when Bernie came past where we are tied up with a bevy of local girls on board and said "would you like to come for a ride in me shed". We didn't, as we are a little afraid of that kind of thing but I thought it was very good of him to ask.

Don't be confused with the tin shed that was floating around at the last festival.



They are chalk and cheese.



Based on a series of highly popular articles written for Classic Boat Magazine, this witty collection recalls some of the incidents the author has survived in over half a century of messing about in boats.

Most sailors will find something to relate to in these escapades from around the world and they will bring a wry smile to any boaters lips. The author's wonderfully witty cartoons help bring these anecdotes to life. All these stories are true so WBA member Alan Williams writes under a pen name so that his architectural clients do not think they are entrusting their work to a seagoing Mr Bean. Copies are available from Boat Books in Crows Nest at \$24.95

or less on Amazon. WBA members can get copies from Alan at meetings for \$ 20.



BUY SWAP and SELL

WBA members may place a non-commercial ad free of charge if the member's name and phone no. appear. Non-members are charged \$20 for a text ad (maximum 25 words). \$30 with a picture. Ads will run for two issues, member's ads longer if you ask for an extension. Submissions close on the 21st of each month. NOTE: Items for free, No Charge. Contact the Editor, see page 2 for details.

FOR SALE

This 1950s vintage, delightfully restored (2002-2010), 28 foot carvel, full keel, gaff rigged vessel *Crackerjack* featured in *Scuttlebutt*. Designed by Bailey. Tan sails, Nanni 28hp shaft drive. Rebuilt



using keel section as base with spotted gum, new fasteners and stringers. New mast, rigging and



sails, solar panel, three batteries. Marine cork deck, interior varnished Oregon, anchor winch, enclosed shower,

hot water, electric toilet, fridge, chart plotter and lots more. Moored Pittwater. Reluctant sale, **\$30,000** ONO. Any inspection welcome. Contact Tim Barlass 0407 763 467

FOR SALE

RF111 red buoy - \$15 Wavebar Flexible Noise Barrier - Sheeting (heavy). 1m wide by 4m long approx - Free Peter Widders 0481 583 794



FOR SALE

Free Spirit Australian Registered Vessel 35585 \$70,000 neg.



A classic 35ft Cutter Rigged Sloop lying on a RANSA mooring in Rushcutters Bay Sydney.

Free Spirit is a custom built Tasmanian timber yacht launched in 1969 and her owners have lovingly cared for her for 19 years.

Length 35 ft. (10.66m) Beam 3.04m Draft 2m Full length keel. Tiller steering.

Carvel planked and splined with King Billy Pine. Dynel Sheathed timber deck with Treadmaster non skid pads all over.

Sails Doyle Mainsail (2 reefing points) furling headsail on a Furlux system.

Inner Forestay for self-tacking cutter sails (one large one small sail)

Other sails include: Trysail (separate track on mast) Loose footed Mistress Headsail.

Boom has a full mainsail held up with jacklines including built in sun awnings.

Winches: 1 each side of mast: 1 on the boom: 4 in the cockpit self-tailing.

Anchor Muir HR2500 Cheetah electric 12v power winch.

Volvo 4 cyl. Diesel 45 hp. Fuel capacity 160 L.

In 2003 she was sailed to Hobart for the Wooden Boat Festival and has sailed frequently from Sydney harbour to Pittwater and beyond.

For further info. Please contact David Marshall 0408 256 132 dmarshall73@bigpond.com

FOR SALE

A David Payne Yellowtail 14' completed 2006



named *Yorkshire Rose*, gaff rigged and equipped with a Blaxland Chapman 3.5hp Pup engine built by Aubrey Rose is offered for sale with trailer, a full set of sails and all documentation including detailed photographic record of construction. The boat, when not in use, is stored in a garage and is as a consequence in excellent condition. The boat has had limited use over the years - engine hours are less than 40. The boat is insured for \$10,000 through to next September.

The boat has been shown twice at the Hobart Wooden Boat show Offers are invited Please contact:

John Eggleshaw 02 9360 6474 or via email jreggleshaw@gmail.com

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SLOW BOATING IN BRITAIN: THE VOYAGE OF THE "ALEXANDRA"

Authors: Sandra & Stephen Bochner, *Cygnets*

In 2010 WBA members Stephen and Sandra Bochner went on a fortnight's Narrow Boat cruise through one of the



British Canals. They have now written a book about their adventure. The book is more than just a travelogue or a "how to" practical guide for intending holiday makers. The authors blended into the narrative some of the significant social, cultural and historical features of the region they criss-crossed. The book should appeal to readers who have a general interest in canals and waterways; those attracted to 'safe' adventure holidays, particularly people who, irrespective of their nationality, might be contemplating a boating excursion on the British canals; and "arm chair" travellers intrigued by a fairly unusual journey through the unspoiled Midlands region of England replete with historical significance.

Slow Boating consists of a Table of Contents, eight Chapters, an Index and a Bibliography. The book is liberally illustrated with colour photographs of the scenes described in the text; a paperback, and contains 200 pages. The book is on sale at various nautical shops and also available posted to WBA members by mail order for \$25. Anyone wishing further information about *Slow Boating* contact Stephen by email (s.bochner@unsw.edu.au).

Vale Gary Thorn

Sadly we learned of the recent passing of one of our 2016 Hal Harpur Award nominees. Gary Thorn was nominated for the fabrication of a tunnel race boat based on a 30 year old vessel.

See Scuttlebutt, February 2017



Gary passed away on 8 March 2017. He had agreed to make a presentation to the WBA at our general meeting in June as it was considered that the tunnel boat was an unusual concept.

Alternative arrangements are being made for Gary's presentation.

More on the following at the April meeting -



FORECAST: Extreme Fun & Celebration

Boat Owners

How can you support the Regatta?

To be held on Friday 13th October 2017 at Drummoyne Sailing Club from 12pm onwards

The inaugural Cock-A-Hoop Regatta will be hosted by Drummoyne Sailing Club on Friday 13th October. It is a corporate event and will raise many thousands of dollars for charitable causes. The major beneficiary of the 2017 Cock-A-Hoop is the Children's Medical Research Institute (CMRI) at Westmead Hospital, along with the Cameron Sykes Foundation, which is part of ConnectEd.

CMRI has a long history of medical discoveries and public fundraising, and the establishment of the nationally recognised "Jeans for Genes" brand. CMRI pioneered microsurgery, immunisations against lethal childhood illnesses and care for premature babies, all of which has improved the lives of countless Australian children over the last 58 years. Today, CMRI is the site of world-leading research in areas such as cancer, neurobiology, embryology and gene therapy.

We aim to have 35 boats in the 2017 Cock-A-Hoop Regatta. As an Owner/Skipper, we encourage you to donate the use of your yacht for the day and host one of our Corporate Sponsors.

We are looking for boats that can accommodate 3, 4, 5, 6, 7, 8 additional crew members along with the owner/skipper plus on the larger boats one of your crew members. By donating your yacht, we will raise the money we seek to raise for both the Children's Medical Research Institute and Cameron Sykes Foundation.

The Owner/Skipper plus your crew are invited to attend the Dinner Presentations at Ecco Ristorante on the evening of the event.

Why Cock-A-Hoop? General meaning is "in a state of exuberant elation" believed to be derived from the removal of the Cock and laid on a Hoop to allow the flow of ale to run without intermission!





MERCHANDISE



A



B



C



D



E



F



G



H

A Jacket.....\$75	E Polo (black s/s)\$30
B WBA Cap\$15	F Polo (white l/s)\$38
C Vest.....\$50	G Stubby holder.....\$12
D AWB book.....\$20	H Burgee (sm/lg) ...\$20/\$25

— — ON THE HORIZON — —

THIS YEAR 2017

April 11th
April 15th/16th
April 17th
May 9th

May 15th
June 13th
June 19th
June 23rd/25th

July 11th
July 17th
August 8th
August 14th
September 12th
September 30th
October 10th
October 16th
November 10th - 12th
November 14th
November 20th
November 26th

WBA Meeting, Gladesville Bowling & Sports Club, Guest Speaker: - Ken Barrows (HHA 2016)

Lake Macquarie Heritage Festival at Toronto

Committee Meeting, to be conducted by email, - to close 9.30pm on Monday 24th April

WBA Meeting, Gladesville Bowling & Sports Club, Guest Speaker: Malcolm Boyd, Renoir, Roastbeef and the River Seine. A taste of the nautical heritage of the Paris region

Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club, Gary Thorn (Tunnel Boats)

Committee Meeting

Working with Wood Show - Homebush

WBA Meeting, Gladesville Bowling & Sports Club, Dave Giddings, Diesel Engines

Committee Meeting

WBA Meeting, Gladesville. Guest speaker, Pyrmont Heritage Boating Club

Committee Meeting

WBA Meeting, Gladesville

Hal Harpur Award - nominations close

WBA Meeting, Ian Smith, the Open Boat

Committee Meeting

Jervis Bay Maritime Museum, Classic-Wooden-Model Boat Festival. Contact: Stan Brown 0438 952 136

WBA Meeting

Committee Meeting

Quarantine Reserve + Wood Workers Association.