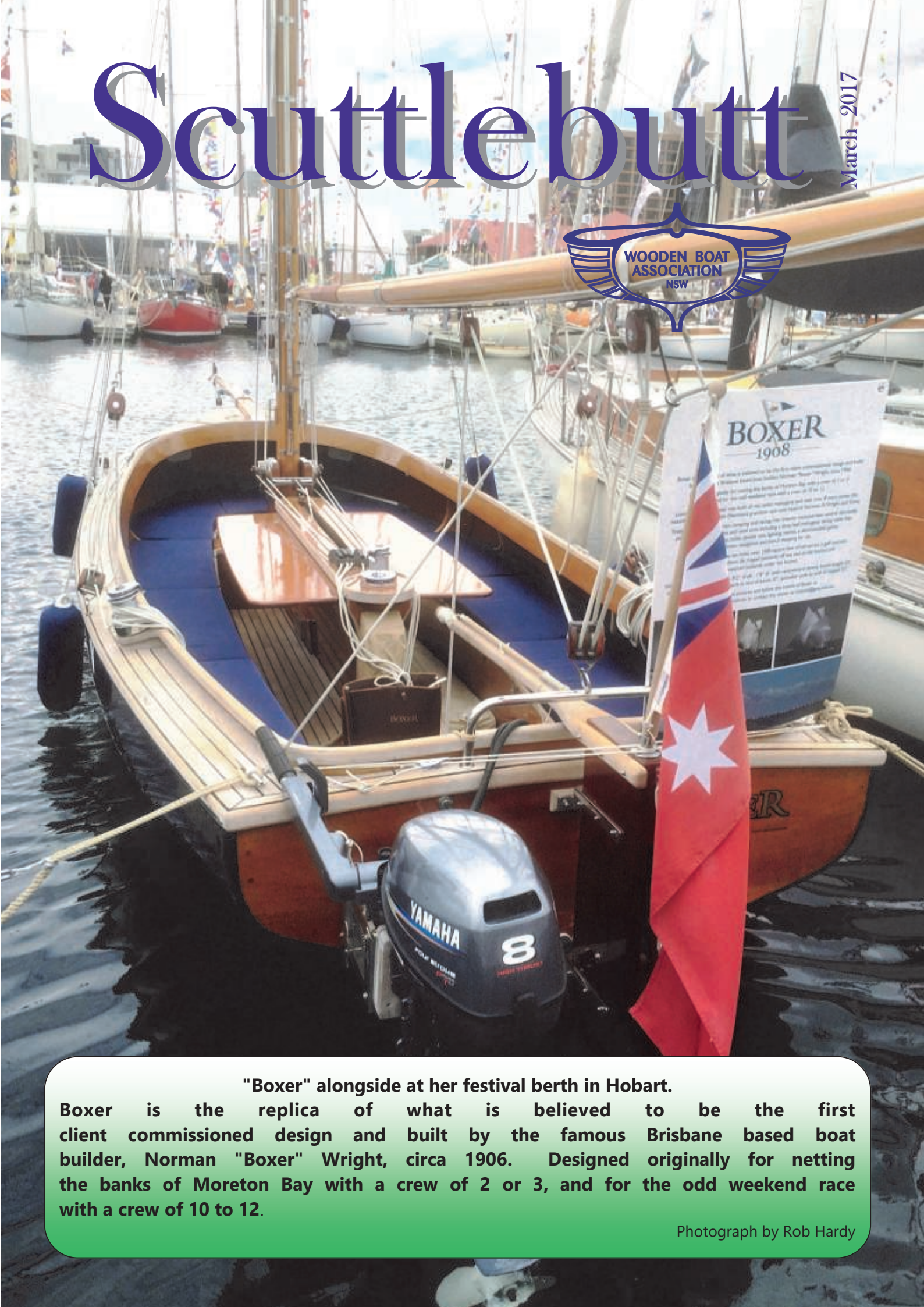


# Scuttlebutt

March 2017



**"Boxer" alongside at her festival berth in Hobart.**

**Boxer is the replica of what is believed to be the first client commissioned design and built by the famous Brisbane based boat builder, Norman "Boxer" Wright, circa 1906. Designed originally for netting the banks of Moreton Bay with a crew of 2 or 3, and for the odd weekend race with a crew of 10 to 12.**

Photograph by Rob Hardy





## President's Report

**Jon Bell**

My Goodness, it's that time again. I'm sure that in the current mad state of the world only the odd days count and month's are passing twice as fast. What a relief it is to retire to the sanctity of the workshop and contemplate another coat of oil on well-burnished timbers and wallow in the heady mix of shellac and wood shavings .... Wake Up Jon! Stop dreaming - there's a report to write!

Our numbers for the February meeting were not unexpected, depleted by the Hobart Festival, which was enjoyed by a goodly number of members and is reported on else where in this issue. As I was unable to attend this year I look forward to reading it myself and catching up with all the first hand reports. Malcolm Boyd took his first trip to the festival via the James Craig and is having his arm twisted - no, wait, didn't I say that is illegal? No? OK, look out Malcolm! - to make a presentation later in the year.

Those remaining in Sydney for the meeting were treated by Nick Lawther to an eye-opening recollection of his days at wooden boat schools and boatyards in the UK. I say eye-opening as, in all previous conversations, I for one never really appreciated what depth of real, hands-on experience Nick has amassed. Similarly, everyone has a story and some are worthy of retelling occasionally so newer members can get to know the older hands a bit better, so brush off the notes ....


Our social event for the month was a raft-up at Bantry Bay coordinated by Peter Mathews. Eight intrepid adventurers braved the weather forecast and enjoyed a BBQ on the bank on late Friday afternoon, but thereafter were relegated to *Antares* where Ken Travers made sure everyone stayed relatively dry (on the outside, at least!). Coleman Chan cooked up a storm, Chris Goddard was "marine-electrician-in-residence", Count Gino turned up on Thursday and Gayle & Peter Smith were on *Charita*. Dick Branson on *Starlight* made two attempts to leave and eventually had a fairly unpleasant trip to Port Hacking on the Tuesday, but overall everyone had an enjoyable longer weekend and suggested the event should happen more frequently.

Which is a blatant segue into my desire to get more people actively involved in running the Association through loosely-formed interest groups. One is developing for the web-site around Peter Widders, Ken Travers has a group for Raffles and if another were to form for Events around, say, Peter Mathews, then maybe more would happen. If anyone wants to get involved without being fully responsible then joining (or starting) an interest group is one way to go. There is scope for others around the Hal Harpur Awards Night, Merchandise, Marketing and so on. Happy to talk about it more if anyone is so inclined.

Our guest speaker for March is Jon Simpson, treasurer for TANZ (formerly Australian Sail Training Association). Jon spoke at the Hobart Festival conference sessions on "What ships, where and how do you get aboard" as well as giving a talk about Allan Villiers, so I'm sure he will have plenty of material to entertain and educate us.

Please remember to come early if you plan to eat at the club so we can get started on time with a full house. Anyone willing to join the special interest group "Meeting Room set-up" will be rewarded with a glimpse into the mysteries of audio connections, microphone battery changing and #gasp# chair arrangement!

Jon Bell



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*Scan the QR code to go the  
WBA of NSW Inc. on the web.*

### Cover Picture



Launched in 2002, Boxer was built of red cedar, mahogany and teak over 8 years under the watchful eye of Bill Wright (Normans grandson and now head of Norman R Wright and Sons.)

Today she is used for picnics, camping and racing. Her interior incorporates several discretely placed creature comforts and

mod-cons, including a drop leaf mahogany dining table that seats six, ice boxes, toilet, double sink, lighting, stereo, a demountable galley, electronic navigation, and bench sleeping for 6.

In racing configuration, she can hoist over 1500 square feet of sail across a gaff mainsail, topsail, spinnaker, balloon jib, ringtail (extends off the end of the boom) and watersail (extends under the boom).

Vital statistics are LOA 23', beam 8' 2", draft 1' 8" 96" with centreboard down), boom length 23', spinnaker pole length 23', Bowsprit to boom 37', spinnaker pole to end of ringtail 53' !

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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



# AUSTRALIAN WOODEN BOAT FESTIVAL, HOBART 2017

by Rob Hardy

If you wanted to catch up with any WBA members in February, then Hobart was the place to find them. On one street corner, there were enough for a quorum. A meeting could have been held! Not only were there members there, the Association was well represented with boats

including *Lydenne* (Tom Hughes), *Athena of Sydney* (Phil Heaney), *Westwind* (Chris Dicker), *Fidelis* (Nigel Stoke) *Miss Ally* (David Crane) and *Utiakah II* (Peter Kershaw).

Two winners of the Hal Harpur Award had their boats in Hobart, Chris Dicker (*Westwind*, 2007) and David Hardy (*Toby II*, 2008), along with a number of other members who were Hal Harpur winners. David Glasson, whose total rebuild of the naval motor launch for the original HMAS Parramatta (1910) was a winner in 2015. He had his marvellous collection of models



*Tenacious in the parade of sail*  
Photo by Terry Lance

displayed in the Model Boat Display (and even featured in the Hobart Mercury newspaper one day). Brian Jones, whose canoe building project for boys and girls at Tuncurry TAFE was presented with a Special Award in the 2014 Hal Harpur Awards, was there building more canoes with groups of girls and boys. He reported that the five canoes built in two days at the festival by the kids had taken his total to 120 built with youth groups and that there was another project of more to start shortly. The Hobart canoes were sponsored by Bote Cote (member Dave Giddings, who was also there, involved, as usual!)

The festival was a great success, and the general feeling around the docks was that it was the best ever. A report on the local ABC radio on the morning after the festival claimed that the estimated visitors to the 2017



*Three of the Tjotters at the festival*

festival was around 240,000, a figure higher than the entire population of Hobart! It was estimated that the total benefit to the broader Tasmanian economy (with visitors spending more time travelling before and after the festival) was close to \$60 million in 2015.

The festival commenced with the Parade of Sail, when a large proportion of the festival entries sailed and motored up the Derwent River behind the tall ships *James Craig* (crew included WBA members Peter Cole as Master, Sally Osland and Malcom Boyd as hands), *Young Endeavour*, *Lady Nelson*, *Enterprise*, *Yukon*, *Rhona H*, *Windward Bound*, *Julie Burgess* and *Southern Cross London*. It was a picture perfect day with a slight westerly which,



*A one man band in a small dinghy from Holland MV Notedop. Not only did the skipper navigate, he also wound up the organ and played a trumpet*

right on cue turned to the south allowing the yachts to reach and run right up to Hobart. The banks were lined with spectators, the bands played, pennants were flying and suddenly everyone in Hobart knew that a festival had started.

Admirers of wooden boats were in heaven. As far as could be seen there was a magical mix of beautifully restored and cared for yachts and motor vessels, some of which had started their life in a quite different form.

The visitor numbers were given a boost for 2 days when the cruise liner, *Ovation of the Seas* berthed in port with 5,000 passengers. It dwarfed everything around.

The theme of this festival was to celebrate the 375th anniversary of Abel Tasman's visit to Tasmania and so there were a number of displays featuring the Netherlands including four Frysian Tjotters.

No, this was not a dance troupe, a tjotter is an authentic Frisian sailing vessel with a length of 6 metres (20 feet). They have very little draught, which makes them suitable for roaming the shallow Frisian lakes and canals. Most of the tjotters on display were built of oak. The mast can be lowered

easily, to pass under the number of small bridges in Holland. They don't have a keel but a retractable lee board on either side of the hull. This feature allows the boats to be sailed in shallow waters as their draught is only 30cm. The tjotters are gaff rigged with a jib.



*A full orchestra in a small boat, including a piano. Dutch songs were the specialty*

A Dutch one man band with a hand wound organ travelled in and around the boats with the aid of an electric outboard mounted on a tiny dinghy with the name of *Notedop*. Not only did he wind and play the organ, he also steered and played the trumpet at the same time. Real entertainment and a total crowd pleaser! Buskers were aplenty, a piano in a rowboat with a three person band – everything was there to create a real festival.





*Lydenne is an original Tasmanian Cray Boat, now converted to a very comfortable cruising vessel owned by Tom and Carol Hughes.*

*On the trip south to Hobart, Tom was approaching Jervis Bay, when he heard a May Day call on the radio. Tom responded to the May Day, as he was in the area and was directed to the area of a swamped fishing boat.*

*On arrival, there were three occupants in the water, all without life jackets and all in bad shape. The fishermen were taken aboard Lydenne until Marine Rescue arrived. It was felt that if Lydenne had not been in the area, there was a strong probability that the three fisherman may have perished.*

Even if your interest was not entirely wooden boats, there were plenty of other attractions of interest.

A couple of fishermen were there smoking salmon and trout. You could try this at home. You would need a couple of old 44 gallon drums with a smouldering fire burning old apple tree branches. Pieces of fresh fish were placed on long skewers near to the top of the drums, with wet jute sacks laid across the top of the drums. Plenty of smoke, magnificent smells, a couple of beers and the end result was the most marvellous smoked salmon and trout imaginable. And you could go back for seconds !

There were two marquees promoting Tasmanian seafood, where lots of information was available on all aspects of their industry with many devoted representatives who were willing to talk about any seafood and well positioned to discuss areas of inaccurate press reports. One marquee hosted cooking demonstrations all day, where tasting plates were handed around to the audience. Another building was devoted to industry stands, where everything connected to boating could be discussed with a supplier. The Tasmanian Maritime Museum was open throughout the festival and well worthwhile a visit. The National Maritime Museum International Wooden Boat Symposium was opened by the Governor of Tasmania and hosted a rich program of speakers covering a wide area of interest throughout the festival.

Plenty to do over the four day festival and if this was your first festival, you, like us, will be there next time. By the way, if you are not sure of the clothing you should take – take everything. There is no such thing as summer in Tasmania !

Well done to the organisers and everyone involved. Roll on 2019.



Launched in 2006, S.L. Huon is a replica of an 1875 steam launch used on inland waterways in USA. Huon pine over Celery pine Fitted out with Birds Eye Huon pine and Fiddle-back Blackwood.



*Fran Hardy plays 'Barrel Girl'*

*There was a challenge at the festival by the man demonstrating how to roll a barrel up the side of a ship. Fran took up the challenge and immediately the crowd grew by a factor of 20 to witness this effort. The photos are witness to the success in the challenge ! The first part of the challenge was to capture the floating barrel and then entice the ropes to stay in correct spot while gently lifting the barrel. Cheers all round when the barrel reached the deck !!*



## The last two nominees to the Hal Harpur Award - 2016

There were 7 acceptable nominations received for the 2016 Hal Harpur Award, the largest number for some years and all new boat builds.

This month we provide pictures of the last two of the other nominees:

- **Antony Harvey of Braidwood** for building a 4.2 metre Selway Fisher style cat boat.
  - ◇ nominated by Dave Giddings

Length 4.2 metre, Beam 2.1 metre, draft 0.3 metre.

The original design is an American style cat boat with a very large gaff mainsail. Antony redesigned the rig as a cat ketch with reduced area "due to his age and condition".



- **Mark Swithenbark** for building a 4.6 metre 'Stevenson' Weekender,
  - ◇ nominated by Dave Giddings

The Stevenson Weekender is a boat that borrows some good ideas from the golden age of working sail, as well as some new wrinkles from space-age materials. It's a project that combines the best of both worlds - the classic lines of the sea-wise sloops of the turn of the century - and the quick-to-build, lightweight, low maintenance of modern materials.



What would one of the old master boat designers do with modern tools and materials? That was the question that the first Weekender set out to answer when the boat plans were featured in Popular Science magazine over 30 years ago in 1981. To date over 100,000 plans have been sold with the majority being built. A real testament to the cleverness of construction.



The result is an extremely rigid, self-aligning structure that pulls itself straight as it is built. This worked great for reducing building time, but it also had some other bonuses. Working with my son and friend the total build time from the purchase of plans to the first sail was 13 months.



Inside, there's over six feet of sleeping room for two. The reason for the extra room inside is the absence of a centre board trunk that usually sits square in the middle of where you want to be. The extra room is what really makes the Weekender a

pocket yacht, as two people can take it on a camping trip and still have a light, compact boat that's easy to trailer.

Hull-building was just like building a plywood box. After assembling the keel, we cut out the deck, bottom, and bulkhead parts, assemble the deck and bottom, screw the bottom down onto the keel, then fit the bulkheads and deck down in place. If we kept the centre lines of the parts lined up, there's no way the boat could come out lop-sided. And once the side panels are screwed to the edges of the deck and bottom, the whole box-section becomes extremely rigid. Inside, parts like seat-bottoms and shelves double as side-framing. You'll find a lot of parts on the Weekender

*Continued page 7*





## Not THE CAIRNS REPORT

from Chris & Gilli Dicker

### THE TOURING CAIRNS REPORT.

It is late February and we are still reporting from Tasmania. It has also been quite cool for this time of year with unseasonally strong westerlies. After a cruise down channel we hopped onto one of those westerlies from Recherche Bay, across Storm Bay to Port Arthur then later, through the narrow gap between Cape Pillar and Tasman Island to Fortescue Bay on the lower east coast.



*Westwind under sail*

The Wooden Boat Festival seems an age ago now though it is barely a week. For me the highlight was the parade of sail. The weather, wind strength and direction could not have been better. The participants, including, or especially, the tall ships were to form the parade a couple of miles from the festival site at Sullivan's Cove and move upstream past vantage points on the shore. I was amazed how such a body of vastly different boats could move together, mostly under sail, with so little drama and so little noise and wash. A heart warming display of mutual tolerance and respect with a little vigilance and skill made for a very relaxed few hours in like minded company.

I hardly mind that someone ran over one of three fishing lures I had on tow while I was trying to cut across the fleet to get a better view. No sir. Or Mam!

As is often the case when one has a boat on display it is easy to miss the show. You have to run away or go for a wander early in the morning. I never went to a single talk nor spent very much time in the music tent. I can remember better years in the music tent when topical folk music, sea shanties and poetry were more the order but perhaps I missed the good stuff.

Before we left Cairns, I befriended a scruffy sailor who had a well travelled Harrison Butler design Ketch that needed emergency work after a knock down coming across from Nouméa. We were on the slip together. We found that we were both going to the festival in Hobart and that both boats were 79 years old and the rescue story of each was very similar. His boat is called *Seasalter*, built in Adelaide of Huon Pine. Far better than the radiata pine grown in some parts of South Australia! *Seasalter* left Cairns a couple of weeks before *Westwind* as indeed she must, as her route took her around Cape York and Cape Leeuwin in Western Australia. Even compared to *Westwind*, *Seasalter* is agricultural and I say that in the nicest possible way. She has a beautiful shape and sails very well. We sailed 2,400 miles, *Seasalter* had 8,500 miles to sail and I never thought I would see her again but she turns up in Hobart and immediately adjacent to us at the festival. We had a joint 80th birthday celebration, which was definitely the other highlight. We cruised together down channel and the



*Seasalter a Harrison Butler design Ketch, sailed to the Hobart Festival from Cairns around Cape York and Cape Leeuwin in Western Australia.*

sentimental captain was dreading our inevitable goodbyes but I assured him the sea is a small village. Not goodbye but fair winds.

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

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





## 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

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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](mailto:jreggleshaw@gmail.com)

### FOR SALE

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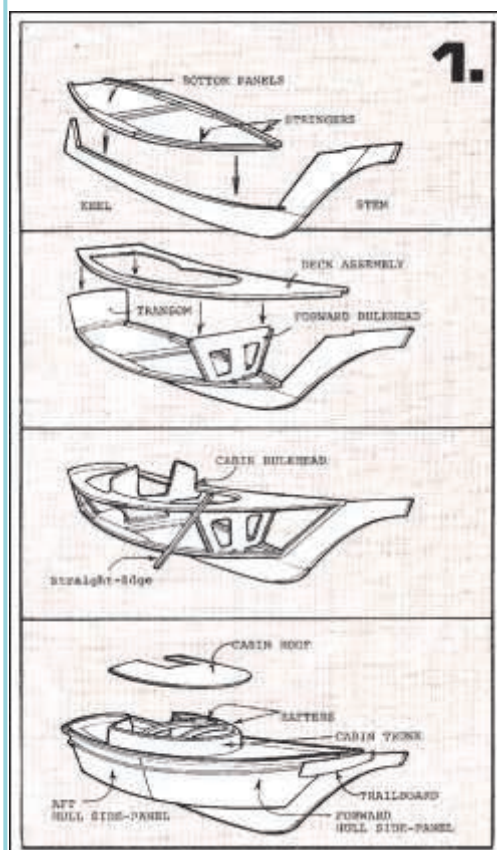
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doing double-duty. That's what keeps it light. (see construction order below)



The shallow full-length keel and the hard chine of the hull bottom bit into the water and keep the boat sailing well into the wind.



The Weekender's shape has a lot in common with one of the most seaworthy boats on the water, the Grand Banks Dory (with an added keelson and bowsprit). So she can handle some pretty nasty waves without making a big deal about it, and she's a nice, dry boat in the cockpit as well.



## from San Diego, California

by Chris Goddard

Around the middle of the 16th century, at least 100 Spaniards and slaves on the Pacific coast of Mexico constructed the *San Salvador*, which led explorer Juan Rodriguez Cabrillo to discover what is now the San Diego Bay. Nearly 500 years later, a slightly smaller crew at Spanish Landing Park in San Diego has duplicated their efforts and constructed the most historically accurate replica of Cabrillo's voyager.

The ship is 92 feet long and 30 feet wide, rising up 60 feet tall with the masts installed. Made almost entirely of wood like the original *San Salvador*, it weighs around 230 tons.

My sister and her husband have been residents of San Diego for about 4½ years and while they have had nothing to do with the recreation of the vessel,



*The vessel was transported from the build location to the launching area by barge.*

they were invited out for its first sail with passengers.

*She writes: Went out for a sail on Saturday on the newly built, recreated, San Salvador. It was it's first sail with passengers. I use that term loosely, as we all had to help with the ropes, & boy, there were a lot of them.*

*Was just beautiful, a lovely sunny day, the sound of the sails flapping as they changed course, the creaking of the timber, & the slap of the waves against the hull.*

*There was only about 20 passengers plus a small crew of about 10. Interesting, as no wheel. The Captain stood in the forecastle (think that is the correct term) yelling orders to the guy handling the tiller, then there was a guy in the prow keeping watch as the sprit sail obscured the captain's view. All very interesting & did we get some looks from those on the water. Not every day do you get to see a 16th century Spanish Galleon sailing past.*

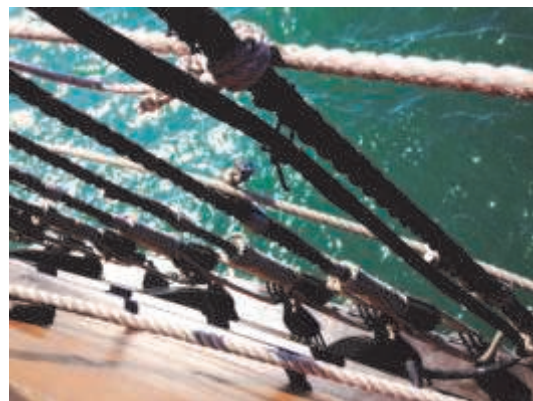
*When you stand in the prow, you can see the water below as it is planks with gaps. They have built it very well & though have been forced to have some modern safety gadgets, they have hidden them well.*



## MERCHANDISE



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/kg) ...	\$20/\$25



## — — ON THE HORIZON — —

### THIS YEAR 2017

March 14<sup>th</sup>

March 20<sup>th</sup>

April 11<sup>th</sup>

April 15<sup>th</sup>/16<sup>th</sup>

April 17<sup>th</sup>

May 9<sup>th</sup>

May 15<sup>th</sup>

June 13<sup>th</sup>

June 19<sup>th</sup>

June 23<sup>rd</sup>/25<sup>th</sup>

July 11<sup>th</sup>

July 17<sup>th</sup>

August 8<sup>th</sup>

August 14<sup>th</sup>

September 12<sup>th</sup>

October 10<sup>th</sup>

November 14<sup>th</sup>

November 26<sup>th</sup>

WBA Meeting, guest speaker, Jon Simpson from TANZ

Committee Meeting

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 24<sup>th</sup> April

WBA Meeting, Gladesville Bowling & Sports Club, Guest Speaker: Malcolm Boyd

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

Committee Meeting

WBA Meeting, Gladesville

WBA Meeting, Ian Smith, the Open Boat

WBA Meeting

Quarantine Reserve + Wood Workers Assoc.