

Scuttlebutt

December 2018



Phil Heaney and Fran Hardy paddling out of Webb's Creek into the Hawkesbury.
The bridge over the creek can be seen in the background



President's Report

Jon Bell

December 2018

"To err is human, but to really stuff things up you need a computer" is a well-known adage that was ably demonstrated by our Scuttlebutt printer last month, with an unknown number of copies having part of October's content instead of November. The error was only noticed after distribution so we don't know who got a good copy and who didn't. The printer helpfully rushed through some more correct copies (we did check) but the worrying thing is that hardly anyone seems to have noticed so we've no-one to give them to!

Some time ago a visitor to The Boatshed noticed my works in progress and started talking about his own project, which often happens and is one reason I usually leave my garage door open! Khiem Tran is building a Michael Storer 15'6 Quick Canoe and thought he might launch it on the Woronora. On November 10th he did so, in company with some members of the Sydney RAID group (sydneyraid.com – don't use Google – it lists all the drugs and guns and police/media reports and goes on for pages and pages and ...). Robin Hilliard (founder/president of the group) brought his 16'6



Ness Boat "Harry Henry" by Iain Oughtred and Peter Green brought "Jenny Bee" a 12' Paul Gartside Design #136. Accompanied by Simon Bunker and son Max, slumming it in a Boatshed hire canoe, and Khiem in Otter with Hsiu Lin Li, these boats paddled, rowed, sailed and motored (petrol and electric) towards the Needles (upper reaches of tidal zone) seeing "sea eagles, sacred kingfishers and many suicidal mullet before return-

ing for lunch at The Boatshed. Otter performed well and needed hardly any duct tape to complete the journey" (according to their trip report).

It was disappointing that I was not able to get away from the business to join them, but happy that they were able to enjoy the Woronora and celebrate the maiden voyage of yet another wooden boat.

The Annual General Meeting was its usual quiet and dignified affair, with all the protesting shareholders demanding a first strike on executive pay levels successfully kept at bay by heavy security. It was also quiet as the sound system could not be coaxed into life (again). I told the Sports staff, as they were kindly setting up the room, that it was broken last month and asked if they had been able to repair it. I was met with a puzzled expression "I don't know what you mean. We got it second-hand and as far as we know it has never worked!"

Among the visitors welcomed to the meeting was Martin Knott, who has often featured in Nick Lawther's accounts of Adventures on The Skylark. Peter Widders gave a brief report on the Narooma "Boats Afloat" event, with a written report elsewhere in this issue (or the next..).

Ask Someone Who Knows featured three topics: Terry Lance with a lovely starboard light, asking how to obtain and then change the lens. Grant Holmes suggested someone in Hong Kong (phone number to follow) for the lens, but disassembly appears to be "destroy and rebuild". Another member needed to identify some timber in order to purchase more.





Services

- slipways
- Moorings
- Skilled shipwrights in joinery
- Timber decks, cabin work
- Stainless steel welding
- Engine installations
- All facilities boat & ship repair
- Electricians & trimmer also available



**34A Saint Georges Crescent
Drummoyne NSW 2047
Australia**

Phone: +61 2 9181 3467
Fax: +61 2 9719 8381

www.presidentshipwright.com



The Wooden Boat Association of NSW inc.

PO BOX 884 Gladesville NSW 2111

www.wbansw.asn.au

Email secretary: secretary@wbansw.asn.au

Your Committee



President
Jon Bell
02 9545 2584



Vice President
Nick Lawther
0407 236 999



Secretary
Peter Widders
0481 583 794



Treasurer
Malcolm Boyd
0412 797 479



Membership Secretary
Ross Andrewartha
02 4739 3706



Member
Sally Ostlund
0425 330 559



Member
Ken Travers
02 9529 9955



Member
Alan Williams
02 9958 5435



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



Editor
Chris Goddard
0414 447 007
email: editor@wbansw.asn.au



Member
Ross McLean
0425 330 560

Douglas Fir seemed to be instant answer but maybe some more erudite opinions were supplied as the samples were passed around. Steve Brompton asked how to go about replacing a 60x45 (mm) gunnel whilst on a mooring. Consensus was to prepare laminated sections with the right contours etc on dry land, then bend and fit on board with mechanical assistance to draw the end in. Laminations to be thin enough to avoid the need for steam bending.

The President's Report for the year was delivered – a summary of the main sections discussed at each committee meeting and an opportunity to thank all those committee members handling each section. Malcolm Boyd covered the main points of the annual accounts. Whilst the membership fee was kept at \$45, we did include the option of receiving digital-only copies of Scuttlebutt to reduce our printing and postage costs and it will be interesting to see how many members take it up.

A full transcript of the report is available on request (email president@wbansw.asn.au)

Alan Stannard was acting Returning Officer this year and all committee positions were duly declared vacant. Nominations to stand were received from all previous officers/ordinary members except for Nick Lawther as Vice President and merchandising manager and Nick was thanked for his contribution over the last three years. One new nomination for Ordinary Member was received on behalf of Bill Thompson. All nominees were elected unopposed. At the subsequent committee meeting Bill bravely offered his services as Vice President to complete the list of statutory office bearers.

On completion of the formalities, a short video was shown of the construction of a Fairlie 55 from nothing to sailing. Rather than use stop-motion, a series of real-time clips from each phase was used to reduce the "build time" to 18 minutes. A fascinating insight into the process; watch it your-

Opinions and advice expressed in this publication and the Association's meetings are those of the individual originator's only. The Editor and the Association's Committee do not necessarily endorse views expressed in this publication or at such forums.

Copyright may be owned by the original author or the Wooden Boat Association Inc.

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

self at <https://www.youtube.com/watch?v=rDgKIPaW5xY>.

Martin Knott featured in the Raffle Draw, winning a hand tool (coals to Newcastle!) and he admitted he didn't even buy the ticket – Nick did! Runner up was

The Quirky/WBA Christmas cards arrived in time to go on sale at the meeting, and interest was positive with initial sales (at \$3.50 each or \$9 a set of 3) nearly covering the print cost. If you would like some but can't get to a meeting we can always post them to you (costs as above plus postage).



Our next meeting is of course the Christmas Dinner and Hal Harpur Award Night. Judges have been busy touring the state looking at the nominated vessels and marine artefacts and now have the awful responsibility of picking a winner in line with the objectives of the Award. One boat that probably hasn't been entered is pictured here; it is in fact an original painting by Jim Flood who uses a palette knife rather than a traditional paint brush. Jim regularly exhibits at The Boatshed, his largest painting so far selling for \$2000. Why do I mention this? Because Jim has generously donated this painting to the WBA for our Christmas raffle and "ya gotta be init t' winnit"

Until then, Happy Building (or stripping, sanding, painting, polishing or even, hopefully, boating!)

Narooma Boats Afloat : 9-11 November 2018 from Peter Widders

A late decision to attend the 13th annual Narooma Boats Afloat event paid dividends with a very enjoyable weekend on the Sapphire Coast.

The Narooma event has been developed and run for the last 12 years "by a group of people with an interest in enjoying and celebrating Traditional Boats in all their varied forms – from clinkers and putt-putts to launches and cruisers and yachts". (Narooma Boats Afloat Website)

We were part of a small contingent of WBA members who enjoyed the festival:

Ian and Tricia Smith attended with their Fisher Skiff 'Grace Lanyon'.

Terry and Jan Lance brought their steamboat 'Leslie H Lance' to the event.

Don Parker also had his steamboat 'Hera' at the festival and celebrated the event with the first 'sea-trials' of his steam-powered outboard motor.

Wal and Chris McCadames have been long term organizers and supporters of the event and were once again at the festival with their putt-putt 'Jac'.

South coast member Eric Simes is almost a local and generously donated an exquisite boathook made from King Billy Pine and Australian Red Cedar. The boathook fetched over \$500 at the auction held at the Saturday night dinner.

Ron and Liz Binet had their Eun-a-Mara gaffer at the festival and made a great sight with their tan sails during the return sail from the Saturday morning picnic.

Grace and I rounded out the WBA contingent with our Oughtred Whilly Tern 'Muckle Mootie'.

****Please accept my apologies if I have omitted your name from the above list.**

The festival began on Friday night with a well-attended BBQ held at a local Narooma boatshed. It was good to catch up with a number of the organising committee from the Paynesville Classic Boat Rally that we had attended in March. There were some whispers when two of the four Paynesville group members were successful in the raffles held at the BBQ.

Saturday morning brought an excellent forecast for boating and the planned picnic expedition to Paradise Point.

Boats were launched at either of the 2 ramps close to the Marina. We chose the smaller of the 2 where we had left the boat overnight. Both ramps had parking available, with the larger ramp, between the Fishermen's Club and the Inlet Restaurant, also having a greater number of parking bays.

Our plan for the morning was to sail around the Wagonga Inlet and see where the breeze took us. Crew for the day was a sailing friend from Bega, Peter Wilson. Grace took the opportunity to visit the local shops, having spotted a Quilt Shop on an early-drive around. We had a short row out into the middle of the inlet as the rest of the fleet passed us in the narrow channel on their way to the scones, jam and cream morning tea. We enjoyed a terrific downwind sail behind a slowly building nor-easter of 5-8 knots. We were about to head back upwind when we spotted the assembled picnickers anchored in the bay or tied up ashore next to the wharf at

Paradise Point. Needing some additional photos for this article we sailed into the bay and were asked if we would like some scones: not having registered (and paid) for the event, I declined the offer but was told they were surplus to requirements. It would have been churlish to not accept the kind offer so after a gentle sail past the dock, we became the proud owners of a batch of scones for the return sail.

Saturday afternoon saw most boats alongside a number of docks and wharves. Narooma Marina was home for the night to a good number of the fleet and was a snug and secure venue. Other nearby docks, wharves and boathouses hosted the reminder of the fleet. Plenty of 'boat-talking' was on the menu for the afternoon before the dinner at the Fishermen's Club.

The dinner was a very well attended event with terrific buffet catering provided by members of the club. An auction of donated items included wooden place mats from the Narooma Men's Shed, mounted clocks and a barometer and the superb boathook made by WBA member, Eric Simes, from Australian Red Cedar and King Billy Pine.

Running concurrently with the festival was an Art Exhibition by the Montague Arts and Crafts Society (MACS). This group of local artists was set up in a local boatshed adjacent to Narooma Marina. The artists were given a marine theme to work with and had a wide range of styles and themes on display. Sales were reported to be quite brisk. The group also conducted a raffle for a painting by a member, of his hometown in Cinque Terre, Italy.

Sunday morning dawned with a carbon copy of the previous day. An early start was on the agenda due to tides: locals reported that tides speeds of up to 4 knots were often found at the Narooma Bridge. The call was for all boats to be on the water by 8.30am; we were out and about a bit before that as we faced a good row to make the bridge by the planned assembly time of 10.30am. Along with Grace Lanyon and a few other small rowed craft were able to take a short-cut across the sand flats with the incoming tide. We did not quite make it to the bridge but were able to hoist sail for the return trip while the fleet converged on the designated assembly point for a Remembrance Day event.

One of the larger craft had a piper onboard and all boats were asked to form a circle around the lead boat. This brought back memories of play-ground duty with kindergarten as craft of all shapes and types endeavoured to hold station in something approximating a circle. The ceremony was a solemn occasion with a wreath placed on the water at its conclusion.



Leslie H Lance

The event concluded with a lunch back at the Marina and the presentation of the 'Best Boat Award': this was taken out by Terry and Jan Lance with their steamboat, *Leslie H Lance*. Congratulations to Terry and Jan.



Remembrance Day Piper

Narooma Boats Afloat was a very enjoyable event: kudos to the Committee and supporters for the organization of the event and warm hospitality throughout.



The Wooden Boat Association
of NSW inc.

www.wbansw.asn.au

Meets at the Gladesville Bowling and Sports Club,
the 2nd Tuesday of every month at 7:30 pm

CRUISING THE HAWKESBURY RIVER IN COMPANY

November 2019

by Rob Hardy

There is a wonderful cruising area not far from Sydney, which is perfect for owners of wooden boats to enjoy. It is one thing to say that you are an owner of a wooden boat, but are you really using it as much as you could? We have cruised the areas of Pittwater, Cowan Creek, Berowra Waters and the Hawkesbury River many times. Every trip is special and we never tire of the scenery. The restriction for some is the clearance under the Hawkesbury River rail and road bridges. If your boat can clear the bridges, you have reasonable accommodation, refrigeration and cooking facilities, then you should make the effort. It makes your run far more enjoyable, if you work the tides. The best is to pass under the bridges about two hours after low tide heading upstream. Remember that there is a one hour delay in tides from the times published for Fort Denison. It adds greatly to your enjoyment if you can cruise up the river in company with friends in their boat, or even better, their boats !

This year, with the Timber Boat Festival at RMYC being cancelled due to major civil works on their marina being carried out, we decided to still head north and stay a few nights in Refuge Bay. November is a great time to be away – the crowds are not around and there are vacant moorings everywhere, and the weather is generally warm. Weekends in Refuge Bay are another thing. Lots more boats arrive, generally with either music or generators in raft ups.

We met up with *Athena* (Phil and Margaret Heaney) in Refuge on Thursday night for a couple of nights. *Athena* is on her way south to the Wooden Boat Festival in Hobart.



On Saturday morning, Martin came over to visit us with his newly restored putt putt with the unusual name of *Snot Rot Dot*. (There is a story to this name!) Martin was on his way with his son to Saturday sailing at the Hawkesbury River Sailing Club at Brooklyn when our quiet of the morning was interrupted with the sound of an approaching Simplex. Classic !

The tide chart was consulted as we pondered our options for the day. It was close to low tide, so the plan developed around leaving in company with S R D and heading over to Brooklyn for the sailing club and then



The river view upstream of Wisemans Ferry in the late afternoon. Could you imagine a nicer place.

continue up the river. The plan further developed when we decided to pick up a couple of moorings in Olga Bay, just beyond the expressway bridges. This allowed us to have lunch while the tide started to rise.

Our aim was to reach Wisemans Ferry for the night. With the current now behind us we made good speed over the ground, passing through Milsons Passage, which is always of interest. The little village is gradually being improved as houses become renovated and no doubt, a number of B&Bs becoming established.

Around Bar Point (remember the old radio base which used to be located there – Bar Point Base ?, now long gone), and on to Spencer, passing the old Davidsons oyster sheds on starboard. Passing Gunderman, we knew that we were on time and eventually we reached Wisemans in the late afternoon. Readers of Scuttlebutt may recall from our last trip, that there was a com-



Athena underway downstream on the Hawkesbury River



The restful morning river scene as a prawn trawler passes by in the morning mist at Wisemans Ferry

ment on the two pink moorings close to the ferry which were placed too close together. Magically, this has been sorted out. We chose to anchor around the bend. A much nicer outlook and the current doesn't flow as hard. There was a wedding on the golf course with photos being taken. If you ever see wedding photos with a couple of timber boats in the background – well, that was us !

Off to the Wisemans Ferry Bowling Club for a drink and dinner. The menu advises that the meals are home style and they are ! A good night and a return to the boats before dark.

It is a very pleasant spot to stay for a number of nights. The nights were

silent and night time river vista is very pleasant. The reflections of the lights of the Webbs Creek ferry crossing with other lights from the town



Athena peacefully at anchor on the Hawkesbury River at Wisemans Ferry one evening The entrance to the McDonald River is on the left of Athena

are magic. Early mornings see a couple of trawlers moving up or down the river through the mist. Last time we stopped at Wisemans, we became large consumers of freshly cooked prawns from the local servo. We were most disappointed to find that there were no prawns this year. The weather has been too dry, and despite some recent rains, there still hasn't been enough. The word in town was that another foot of rain was needed to get the prawns moving.

Each morning, Fran and Phil set off in their kayaks for an excursion somewhere – up the Macdonald River, up Webbs Creek (the home of the world's biggest mozzies !), or along the banks of the river. Frans kayak is a stock standard plastic job from a store, but shipwright Phil's kayak is a beautifully built strip planked red cedar one laminated with Kevlar and weighs only 9kg ! You will see it aboard *Athena* at the Hobart festival. The trip up Webbs Creek was interesting. There is deep navigable water for miles and miles, through mainly virgin timbered river country in deep valleys. It is just beautiful. The only issue is that the authorities who built a bridge across the creek not far up from the entrance preferred a level road over clearance height for boats. There is only about four feet clearance ! We took advantage of the low clearance when we were having morning tea, as we could stand up in the support dinghy in the shade and secure our painter to the bridge rather than anchor !

Wisemans Ferry is a good spot to stay for a few nights with good shore facilities including a golf club and bowling club, a hotel, chemist, small supermarket and some shops. There is even good phone and internet reception, which is a plus when away on the boat. We stayed for three nights before it was time to move on. There was much consultation of tide charts to determine our program, so on the start of the



Matang (foreground) with Athena on moorings in Yeomans Bay

fall, we set off down river. During the week, it is just so pleasant. Barely any river traffic, apart from a few houseboats and trawlers. We were heading for Berowra Waters and carried the ebb tide all the way. It certainly makes a difference with your speed over the ground. Below Spencer, we were getting close to 8 knots over the ground. Of course, when you change course at Bar Point to head up to Berowra, you are now heading into the current and the previous benefit is now a deficit! And the water depth changes somewhat. Whereas the river had depths of up to 20 or so metres, we were now down to only a couple of metres.

The spot for the next couple of nights was Joe Crafts Bay. This is a lovely bay with three pink courtesy moorings and a couple of club moorings, all spread out well. The shore is all natural bush and across the way are water access only houses, so at night there is a sight of civilisation ! Each morning,



Neglected navigation sign at the entrance to Smiths Creek. Who is responsible for the maintenance of this and many more we saw like this when we were away

ing, with the high tide, our intrepid paddlers would take off up the mangrove lined creek through the valleys. The support dinghy, ably crewed by the support crew of Margaret and Rob would follow with a selection of morning tea. The sounds of the early morning bush is wonderful and it is hard to imagine that you are so close to the city.

Brooklyn was the next stop. Here we were able to take on water, get a few supplies and remove rubbish to the dump bins before a couple more nights in Refuge Bay. One morning, we were the only two boats in Refuge until *Matang* moved out to

get some phone reception, leaving *Athena* alone in the bay. There is a very nice paddling creek in the south east corner of Refuge and another in Yeomans Bay, where we also spent a couple of nights. In the early morning, it is recommended to take a dinghy run around from Yeomans to the Cottage Point Kiosk for a coffee and cake. Very civilised !

After two weeks away together, *Matang* left to have a night in Smiths Creek, while *Athena* moved around to Pittwater to meet friends.

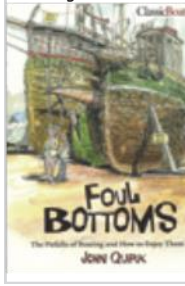
A wonderful time away and a wonderful way to enjoy your boat. In our total of three weeks away, *Matang* covered 270 nm.

Don't just think about it. Go and do it !

Rob Hardy

Matang

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.





THE PAYNESVILLE REPORT

from Chris & Gilli Dicker

At the beginning there was an egg....or was it an apple. Ah no, that was the beginning of the end. An ending we have enjoyed for a long time. We were almost witness to this particular egg being laid and it belonged to a pair of black swans



that we walk past every morning and every evening. Ten days later there were two eggs then eventually four. We took a great interest in the pair and their brood. Everything seemed perfect but yesterday morning before sunrise we were devastated to see one of the swans has been attacked and decapitated. A brave dog perhaps, hopefully not a brave human. The one that remains is still sitting, though he or she must, and has, left the nest to feed.

An unfortunate and almost inevitable update; The single parent did persevere for a while but we saw her gone in the cool of the mornings, which is



feeding time then there was one egg missing without a trace and now, this evening the remaining eggs have been broached and emptied of their contents. Most probably crows. Life is cruel out there.

Meantime *Westwind* has been out of the water for her annual short back



and sides and found to be unaffected by her year. She has done some miles even this year. It is the kindest thing to have that salt water flowing along the hull of your boat.

A weather report: Generally light winds, 14 mil of rain for the month of November at the time of writing.

A house report is also in order as the last sheet of iron was screwed on yesterday. My brother is visiting from Harvey Bay and he was able to help me lift the last 6 metre sheets up. The only aperture left is the back (or



front) door. Today (Sunday I took a load of African love grass tussocks to the tip and I mean a load, 1.1 ton on a little box trailer behind a little car. Once a truck driver always a truck driver. At the tip shop there was an exquisite western red cedar door in a lead light entry frame. I can remember when western red cedar was so plentiful as to be ho hum. Not so now. Needless to say I snapped it up and proudly brought it home.

Tuesday 20th of November.....it is raining and it is just wonderful.

As it is coming up to the southern cruising season when people may even be heading down to Tassie I have been meaning to give the lakes a plug. Lakes Entrance used to be pretty ordinary if not downright dangerous but there is a permanent dredge there now and the entrance is maintained to at least 5 meters. When approaching you can google Gippsland Ports web cam and you will get real time footage of the state of the bar. If coming from the east you will pass the entrance slightly and make your approach from south, south west. The leads are very good.

As this is also the December issue we would like to take the opportunity to wish everyone a safe and happy Christmas.



Chris & Gilli Dicker

We have lots of these echidnas, this one is into the ants in our woodheap

FOR SALE

Handsome 8 foot fibreglass dinghy. Built in buoyancy.\$250
Call Alan 0410 648 435



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

Thara – 1948 Alan Payne Classic sloop



34' LOA 8'
Beam 6'
draught
Lovingly
restored in
racing condi-
tion.
Nanni 3
cylinder
diesel
Good sail
inventory
New
sheathed
deck 2016
plus skylight
fitted
Raced with
SASC in Div
1 – good

record
reduced to \$39,000
Rob Landis 0414 741 725

FOR SALE

David Payne Cinema design

Replica of the first licenced fishing boat in Sydney harbour.

Built by President Shipwright Services,
Drummoyne



Name JLH



Length 5.8 metres, Beam 2.3 metres, Draft 1 metre

Engine: Sole Diesel 13hp, 3 blade prop

Tiller steering, Battery x 1, boat cover.

\$26,000

Frankie Minehan Mobile 0415 431 337

FOR SALE

Mid-Century Modern Ketch 9.6m Huon Pine – Swedish design, Australian built



Sleek ketch custom designed by renowned Swedish boat designer Arvid Laurin and built by local shipwrights expressly for Australian cruising conditions.

This exceptional boat was constructed from Huon Pine and various supporting timbers and has been fastidiously maintained to this day.

Asterisk was commissioned for use by a former ocean racer and his family, being completed for launch on Pittwater, NSW in 1990. The boat won it's inaugural race with the Wooden Boat Association, after which she was given a handicap to ensure the victory would never be repeated! Most of Asterisk's sailing took place in and around Pittwater, including the Hawkesbury, and occasionally down to Sydney Harbour. A regular feature at wooden boat festivals, the ketch has also been the subject of a number of boating magazine articles in Australia and overseas.

The layout of the boat facilitates spirited yet comfortable sailing in a range of weather conditions along with genuine amenity above and below for multi-day trips with evenings at berth or on moorings. Asterisk sails well with just two people on board, and can extend to host up to 5 people in bunks overnight.

Interior includes beautiful Mahogany cabinetry and a living set-up that promotes a comfortable cruising lifestyle with galley kitchen containing stove and twin sinks, stowable dining table, cooling box, ample storage and a discrete 'head'.

The boat features circular profile Finnish fiberglass spars, custom-made stainless fittings topside, Barlow winches and elegant, functional details throughout. The sail kit includes six primaries for mizzen, main and fore, and has provision for the addition of spinnaker. Motor power comes from a Volvo Penta three-cylinder motor. The fastidious nature of the owner is seen in the high-end build, materials, and maintenance.

No immediate work is required – just hoist and sail.

John Frostell **\$59,000** 03 9380 9840

RESCUE BOAT PROJECT

Deceased Estate 3m plywood sailing/rowing dinghy. Built by German Shipwright about 30 years ago, only one owner. Regularly used on the Harbour until 6 years ago, always garaged. If you want more details (or you have any) please call Jon Bell



FOR SALE

DYNASTART: starter- generator. New, imported. **\$300**, o.n.o.

John Wagemans

0415 031 064

brabander53@optusnet.com.au

FOR SALE

Fingerclutch. perfect condition, suits most engines and will accept existing Blaxland clutch handle. **\$220.00**



John Wagemans, braeng53@optusnet.com.au or 4339 9653

Are You Looking for:

- Copper Boat Nails
- Silicon Bronze
 - Nails
 - Screws
 - Fasteners
- Oakum & Caulk Cotton
- Bronze Boat Fittings
- Jeffries Marine Glue
- WOT ROT Repair System

We have them all available

Quality items from NZ, UK & USA

DRIVE Marine Services

BEVERLY HILLS NSW

02 9533 5470

0412 366 998

Bote-Cote@optusnet.com.au

BoatCraftNSW.com.au



FOR SALE



16 ft Canadian Canoe. Western Red Cedar, 6oz fibreglass, Mahogany and silver Ash trim. 2 paddles

\$1600 ono.

Peter Widders 0415 583 794 pwidders@yahoo.com.au

FOR SALE

Classic 37 ft 12 ton Wooden Yacht Built UK 1937

\$40,000 ONO

This absolute classic Gauntlet design yacht is now available for sale in Sydney.

Built of pitch pine, oak, teak and mahogany, such a thoroughbred is rarely available in Australian waters. Her current owner sailed her out from the UK in 2005.

"Pukkabelle" has a rich history. Featured in 200th Edition of *Classic Boat Magazine's* top 200 boats – at No 138.

Built in 1937, she's sailed UK waters, the Baltic, then in 2005, across the Atlantic and the Pacific to Australia.

A long-keeled double-ender, built for strong winds and harsh conditions around the British Isles. One of 16 12Ton Gauntlet class boats built at Berthons in Lymington, UK during the 1930s and 1940s. Pitch pine on oak, with teak decks and mahogany interior.

A beautiful boat with a great provenance, she's now in need of a new owner ready to restore her to her former glory. She would be a very worthwhile project for a wooden boat enthusiast.

Specs:

LOA: 3'8"/11.2m

LWL: 30'6"/ 9.3m

Beam: 9'7"/ 2.9m

Draught: 5'6"/ 1.7m

Displacement: 12 tons

Ballast: 4 ¾ tons

Hull Profile: Long Keel

Designer/Builder: Berthon Boat Co., Lymington Hampshire UK

Build:

Hull: Pitch pine planks on grown oak frames and rock elm ribs

Deck: laid teak on oak beams

Superstructure: Teak and teak cockpit

Teak external trim. Externally bolted copper fastened lead keel

Mahogany bulkheads, lockers and cupboards.

Fractional keel stepped rig with Sitka Spruce spars

Running back stays

Roller furler foresail

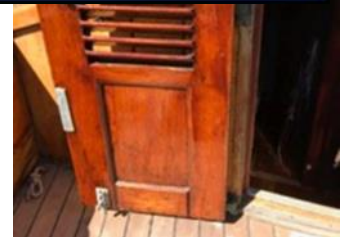
Engine: Yanmar 3JH4, installed 2004.

Hull speed 6 knots, very sea kindly.

For more information email:

Jacqueline_warren@hotmail.com

Jackie – 0415 401 270



FOR SALE

Fibre Glass Dinghy. 1.9 m x 1.1 m complete with oars, rowlocks and painter. Very good condition.

\$350

Phone Dick 02 9520 7557 or 0414 452 075





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 Burgess (sm/lg) ...\$20/\$25

— ON THE HORIZON —

THIS YEAR 2018

December 11th

December 17th

NEXT YEAR 2019

January 8th

January 14th

February 12th

February 8-11th

February

March 12th

June 11th

HHA Award & Dinner
Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club, - Steve Brompton
Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club,
Australian Wooden Boat Festival, Hobart

Raft-up at Bantry Bay

WBA Meeting, Gladesville Bowling & Sports Club, - Ross McLean - Lightning

WBA Meeting, Gladesville Bowling & Sports Club, 2018 HHA Winner