



Scuttlebutt

January 2018

Winner of the 2017 Hal Harpur Award Tim Calleia, accepting the handover from David Glasson, the 2015 winner, as the 2016 winner Ken Barrows, has returned to Canada. Tim built an Arch Davis-designed Penobscot 14. Tim mentioned that as a plumber his work is mostly hidden behind walls so he wanted to create something able to be appreciated. He certainly achieved that – no less than 22 laminations in the thwart knees alone! A beautiful boat and a worthy winner.



President's Report

Jon Bell

For anyone maintaining a complete collection of Scuttlebutt, please note that there is no November 2017 edition. Production of that issue was so delayed by a number of Murphies that it appeared as the December copy and delivery of even that was slower than usual so most of the due dates and deadlines were history. We're sorry if anyone missed out on attending the Christmas Dinner and Hal Harpur Award because of this; we did send out a number of eNewsletters and whilst we acknowledge this is not our primary communication method it does provide a useful fallback in such situations. Anyone wanting to receive eNews but is unable to access an email system is welcome to contact me and we'll work out an alternative process.

The November Meeting was of course our AGM including the election of officers and committee members. Owing to the lack of formal notice a motion to delay the AGM was proposed but was not supported. A second motion to allow additional nominees from the floor was adopted; in the event there were none and all existing committee members were returned, with no change of roles. Thanks to Peter Gossell for being the Returning Officer.

Ross McLean then led a nautical trivia quiz, with each question open to general debate and a consensus answer. This occasionally matched the "official" answer which itself was sometimes questioned by the consensus, but the wide range of knowledge, half-knowledge and guesswork was quite remarkable. Time to break out the boating handbook and flash cards! Thanks Ross, for setting it up.

The outing to Quarantine Reserve and BBQ with the Wood Workers Association was held as planned on November 26th. Numbers were a little down on last year but the WWA shed was open, some good friendships formed and at least one WBA member is planning to return to take up the WWA's kind offer to make use of their tools for specific projects. Again, Ross McLean and Sally Ostland feature in the arrangements.

The December meeting centred on the Hal Harpur Award, preceded by our Christmas Dinner. Around 60 people signed up for the dinner. The Sporties staff made a great effort to make the room look special and provide some privacy, dealt with the usual confusion surrounding late-comers and non-bookings with great patience and altogether justified our decision to give the alternative arrangements a go. After dinner, everyone assembled in the meeting room for the Award Ceremony itself. All the nominees were invited, individually, by one or other of the judges to answer a few questions about themselves and their projects while a montage of pictures showed off the detail and whole of their endeavours. We were fortunate this year that all the entrants were able to attend the evening, and the Q&A format gave them the opportunity to share their enthusiasm with us directly.

The winner was Tim Calleia with his Arch Davis-designed Penobscot 14. Tim mentioned that as a plumber his work is mostly hidden behind walls so he wanted to create something able to be appreciated. He certainly achieved that – no less than 22 laminations in the thwart knees alone! A beautiful boat and a worthy winner. The trophy was presented by David Glasson, the 2015 winner, as the 2016 winner Ken Barrows, has returned to Canada (with his boat).

More pictures and background may be found elsewhere in this edition. I



The Wooden Boat Association
of NSW Inc.

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0425 330 560

would like to acknowledge all those who contributed to the success of the evening, including of course all the nominees, their supporters and the judges, plus Peter Widders as chief organiser and MC for the night, but also those with a smaller role or who stepped in to help at the last minute – Grant Holmes on raffle tickets, Sally Ostlund with decorations, Nick Lawther making sure that those who paid for dinner got a dinner (and vice versa!) Grace Widders for the after-meeting cakes, Jane Bell for the raffle prize, anyone travelling a fair way to attend, such as the Mid North Coast Maritime Museum representatives (who we look forward to seeing next year with another entry) and regular supporters Suzy Bekkedahl and Peter Webb from Afloat Magazine. Thank you all.

Another contributor to the event was Rob Hardy, who took the trouble to document his (and others) thoughts on the 2016 event so they could be fed into the planning of this one. We will be holding a review at the March committee meeting to update that document and everyone is invited to contribute their thoughts and any suggestions for improvement (email or by hand to any committee member as soon as you can while memory is fresh).

January's meeting will feature a short movie/video rather than a guest speaker, recognising that many people may be away, then in February Peter Smith will talk about "Tall Ships & Low Bits – Cruising in Holland".

We now have a Plan A to get Scuttlebutt in the post to you each month. We also have a Plan B, but Plans C-Z are under-resourced. Come talk to us.

On the "what to do" front :

No takers so far to entrust their lives to a pot of Bote Cote epoxy and a thin bit of plywood, but if you want to help organise or just participate in the CWBF Q&D in April, please get in touch.

An early reminder that the regular raft-up at Bantry Bay is being coordinated by Chris Goddard, with February 25th the proposed date.

If you want to venture further afield that weekend, the classic boat folks at

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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.

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Rathmines have scheduled their picnic day for February 25th also – more details at <http://www.classicboatassociation.org.au/boatfest/boatfest.html>.

If you prefer the broader atmosphere of a classic festival, the Lakemac Heritage Festival at Toronto is on again at the end of March – see <https://www.lakemacheritagefestival.com>

Finally, if anyone says they are not getting Scuttlebutt, your first question to them should be "Have you renewed your membership". Scuttlebutt is no longer distributed to non-financial members and, since we only print what we need each month, back issues are not always available.

Enjoy your Christmas and be happy - building (or stripping, sanding, painting, polishing or even, hopefully, boating!)



Picture is of a new addition to the river – no details apart from being an own-design and based loosely on a previously-built oyster punt.



**CLASSIC & WOODEN
BOAT FESTIVAL**

Fri 13 - Sun 15 April
FREE ENTRY



Expired Flare Collection



Roads and Maritime Services expired marine flare collection program kicks off in January 2018. Find a collection point near you to safely dispose of your expired flares.

Greater Sydney region

Swallow Rock Boat Ramp, Grays Point
Foreshore Road Boat Ramp, Banksmeadow
Deerubbin Reserve Boat Ramp, Mooney Mooney
Taplin Park Boat Ramp, Drummoyne
Tench Reserve Boat Ramp, Penrith
Wharf Road Boat Ramp, Ermington
Wonga Road Boat Ramp, Yowle Bay
Roads and Maritime Services, Rozelle
Rose Bay Boat Ramp, Rose Bay
Foreshore Road Boat Ramp, Banksmeadow
Bayview Boat Ramp, Bayview
Tunks Park Boat Ramp, Cammeray

Friday 9 February 2-6pm
Saturday 10 February 8am-12pm, 2-6pm
Sunday 11 February 2-6pm
Sunday 11 February 8am-12pm, 2-6pm
Sunday 11 February 2-6pm
Friday 16 February 2-6pm
Friday 16 February 2-6pm
Saturday 17 February 8am-12pm
Saturday 17 February 8am-12pm, 2-6pm
Saturday 17 February 2-6pm
Sunday 18 February 8am-12pm, 2-6pm
Sunday 18 February 8am-12pm, 2-6pm

The next round of collections in this area will take place between March and May 2018. For more information on the schedule and other collection locations across NSW visit rms.nsw.gov.au/flares or call 13 12 36.

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 joined in the last month.

John Capaldi of South Bowenfels who has a houseboat, 'Juniper', (HHA nominee, see page 5) and a Hartley TS16 sailing vessel.

Graham Rigoni a retired Shipwright of Freshwater who has a 30ft double ender yacht, 'Lilith'.

A welcome to both. We look forward to seeing you at our meetings.

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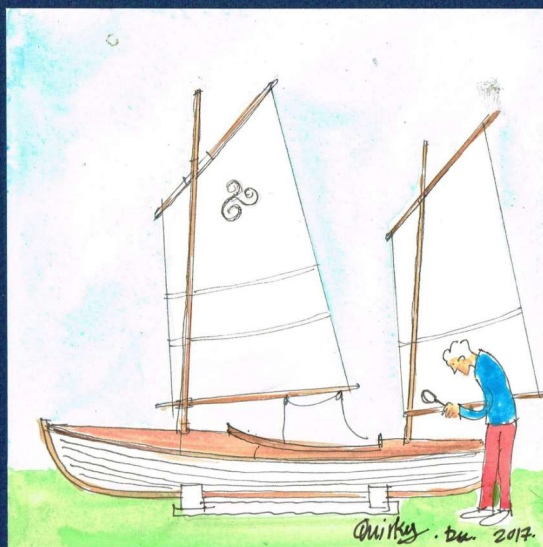
Proprietors and hosts
Jonathan and Jane Bell

2017 Hal Harpur Award

Drawings by Quirky

Chris Cleary (2 craft) - sunfish and sailing canoe

This retired doctor had two entries: a restored Sunfish and a new build Rob Roy clinker sailing canoe. The canoe came as a kit of parts but has had many professional modifications based on Chris' experience in small boats. To ensure the rubbers had no mechanical fixings, Chris glued these on first then fitted the decks inside them. A great feat of workmanship. Look at the thought he put into those leeboards. The oars and rigging also show flawless skill with finely detailed stitching of the leatherwork. One judge lamented that Chris had retired from medicine because if ever he was in need of, say a bit of work on a gall bladder, he would like Chris to undertake it, based on the quality of joinery and needlework!



Hal Harpur Award 2017
Exceptional workmanship
division, most finely fitted
aft deck.


Chris Cleary






Adrian Laing - red dory

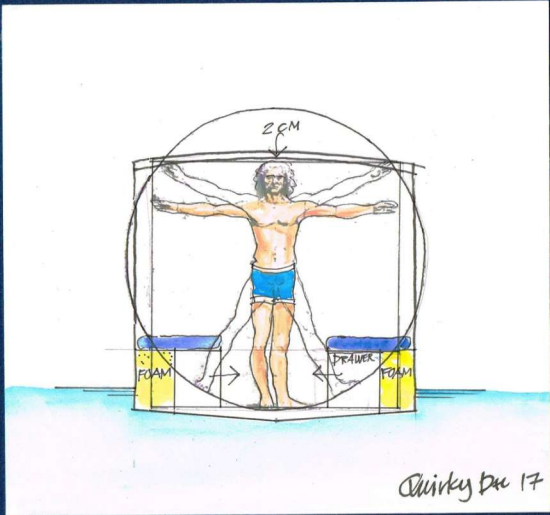
A Fireman who lives high in the Blue Mountains, Adrian wanted to build a wooden boat to share with his family and bought plans for 14 footer and a job lot of timber. Then he and a friend decided this was not the boat he wanted, Dave Giddens mentioned he had some new plans for a 20 foot dory which Adrian thought would make the perfect family sailing cruiser. As soon as he started work in his garage, their old timber house showed signs of needing to be demolished and rebuilt so Adrian was under pressure to finish the boat, free up the garage as a workshop and start work on the house. This is a workboat finished, but spacious and strongly constructed, ideal for the family of four with two adventurous boys. (He built them climbing walls in the garage) The family's enthusiasm for the enjoyment they get out of this simple boat impressed the judges.


Hal Harpur Award 2017
Most fun family boat using
a pile of used timber and a
frantic deadline to complete
Adrian Laing



John Capaldi - houseboat



Hal Harpur Award 2017
Most ergonomic boat design
in the Da Vinci division.
John Capaldi



When he is not flying a 380 for Qantas, John relaxes on his Lithgow property with a Hartley trailer sailor, assorted other boats, a matching caravan and VW Bug. But something was missing: a pocket sized trailable houseboat with which he and his wife could enjoy their favourite stretches of water and not have to go home in the evening. He could find no suitable designs so set about designing one himself. He worked out all the hydro



statics manually and had them checked by a professional. The design is a technical credit to John and as elegant and practical little craft with full headroom as you could get into 18 feet. A masterpiece of ergonomic design, built around John's own dimensions and their cruising requirements. He built her to recognized safety standards and it is amazing how he fitted the buoyancy foam and still allowed storage under the bunks.

Dirk Schneider - red runabouts

This German IT specialist had a bold commercial idea. To operate a small fleet of runabouts for tourists on Sydney Harbour. He decided to build them himself and settled on a Gen L plan from the US. He has built four



Hal Harpur Award 2017
Only entry to be able to
make her own living

Dirk Schneider



of these, producing one a month as he gained experience. He even made his own windscreens using a heat gun to bend sheets of Plexiglas. Each boat has buoyancy to stay afloat with the crew and outboard engine. The finish is commercial rather than yacht like but well suited to this creative commercial venture.

Tim Calleia - Penobscot 14 (HHA Winner)

A self employed plumber, Tim wanted to be a boat builder when he left school, but there were no jobs available so, as his father was in the ship-ping business, he joined a Russian Cruise ship for three years. As a family man, he wanted a small boat his two daughters could row and sail. He picked this 14' 6" design by a Kiwi who lives in Maine. He reckons he spent 1,000 hours on it. The judges felt this was the highest standard of boat building they had seen. It is all varnished so there is no hiding any flaws. Particularly how the ply fore deck was fitted so perfectly around stringers and bulkheads, so tightly you couldn't get a razor blade into the joints. A beautifully built, flawlessly finished boat. You can't believe he has ever got it wet.



The Penobscot 14

The design was featured in a series of three articles in *Wooden-Boat* magazine, in the September/October and November/December, 1997 issues, and the January/February 1998 issue.

Length over all: 14' 0" (4.266 m)
Waterline length: 12' 8" (3.85m)
Beam: 4' 6 1/2" (1.372m)
Draft, board up: 0' 7" (177 mm)
Draft, board down: 2' 6" (761 mm)
Weight: 155 – 175 pounds (70.3 - 79.4 kg)
Sail areas: -
Gunter rig: 95 sq. ft (8.82 M²)
Lugsail rig: 77 sq. ft (7.15 M²)
Sprit rig: 73 sq. ft. (6.78 M²)



22 laminations in the thwart knees



Hal Harpur Award 2017
Exceptional workmanship
division, most finely fitted
foredeck.

Tim Calleia



Greg Widders - Thames Skiff



Hal Harpur Award 2017
Most suitable boat for a
romantic rowing expedition

Greg Widders





THE TIN CAN REPORT

from Chris & Gilli Dicker

It has been two weeks and one day since we left Cairns. We were travelling in company with some friends on a fast modern yacht that pointed much higher than *Westwind* and had it all over us in almost every way. But the skipper did not have a mate with a whip and an urgent need to get somewhere. After 4 or 5 anchorages we left those people days, if not weeks behind.

It really is very simple; if you day hop and anchor every night you may cover 40 or 50 miles. If you sail through the night, in 24 hours you can cover 120 or 130 miles so one overnighter is equal to nearly three days sailing. Two consecutive overnights are equal to almost a week. Well that is if you really want to get somewhere and if you are not afraid of the dark.

Westwind has performed faultlessly. She is like a good horse who enjoys her job except she needs a little more care. I mean a horse won't run into a tree because you fail to steer around it.

When leaving Cairns our loose plan was to be in the Percy Islands (60 miles off Mackay) for Christmas. We would have had no hope sailing with the people in the fast boat. When we left them we did our 130 miles in less than 24 hours, arriving at Percy Island at midnight Christmas eve. On Christmas Day, which was no big deal to us this year, I walked up to the old homestead, which is 9 kilometres return up a sandy track. The lessees were



Remains of a roast goat dinner

busy making mud bricks but they dropped everything when I turned up and it was up to the house for fresh lime juice and coffee and the short bread biscuits that I had taken up. They allow themselves few luxuries on Percy and it is a joy to watch them devour a treat. There were 5 boats anchored in the bay, enough to warrant a cook up. The lads went out and bagged a couple of goats and they were roasted over the fire for Christmas dinner that night.

Percy Island is a special place to me, I love to see the effect it has on people. I am always sad when we sail away; perhaps more so this time as we will be unlikely to pass that way again.



Taking on supplies at Airlie Beach.



A typical Percy Island track

In the next 46 hours we did 230 miles arriving at Bundaberg once more in the dark. At 330 in the morning Gilli with the whip thought it bad taste to dive into a nice bed just because we were dog tired; we savoured the moment with a scotch on the aft deck. She ain't all bad! A day too short in Bundy and we were on our way again, pushing the tide but with a favourable wind to compensate. We anchored for 10 hours on the Frazer Island side waiting for daylight and a favourable tide to push us through the winding shallows. This we did without any bother and caught the outgoing tide down to Tin Can Bay. A great little town.

It is the last day of the year and the weather gods have decided to put a show on for us with thunder and lightning and heavy rain. The rain is a real novelty as we can't remember when we last experienced rain. It looks like we will be experiencing a lot more in the coming days as we enter 'storm alley'. A few years ago we were hit by a super storm cell near where we are going so we are a little timid.

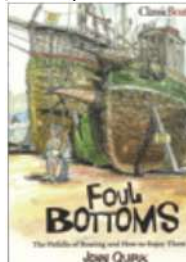
Meantime and during this writing we have moved from Tin Can Bay out to Pelican Bay, near Wide Bay Bar, ready for an early departure so we will not be staying up till midnight.



Did you ever wonder what happened to Ben Gunn?

HAPPY NEW YEAR EVERYONE. And others

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.



Raft up @ Bantry Bay, February 24th and 25th

This has become a regular feature on the WBA calendar and has always been well attended.

Bantry Bay is located in the Garigal National Park in Middle Harbour within Sydney Harbour. A spectacular view is found at the end of the Bluff Track. The track starts at the end of Grattan Crescent Frenchs Forest. There is a steep but beautiful walk down to a wharf on the bay.

Bantry Bay was used to store military explosives.



The storage complex consisted of nine explosives magazines which replaced old hulks that had been used to store explosives in nearby Powder Hulk Bay on Sydney Harbour. In 1915 the works were handed over to the state Explosives Department, which regulated the explosives industry in NSW. In 1973 operations at Bantry Bay were discontinued and the facility was closed.



The estuary is known to be a habitat for bull sharks, and two fatal shark attacks occurred in the bay in 1942.

Some members may just want to make a day of it and come for the BBQ on Saturday while others will anchor overnight with the usual breakfast on shore Sunday morning.

Oyster Punts

from Nick Lawther

A friend in Moruya recently sent to me a newspaper clipping from the Narooma News.



Legendary Narooma boat builder Jimmy Taylor and Narooma slipway owner Malcolm Baddeley building their first large, wooden oyster punt at recently refurbished Narooma slipway complex.

Punt-building work reborn at Narooma

"The first wooden commercial boat to be built in Narooma for 30 years is taking shape at the Narooma slipway. Slipway owner Malcolm Baddeley and legendary Narooma boat builder Jimmy Taylor are building a large wooden oyster punt for a grower on Wagonga Inlet. They hope it will be the first of many and are keen to supply growers up and down the coast, from Batemans Bay to Merimbula, with their handmade wooden punts, measuring 1.6 by 8 metres. "With a bit of luck we will be building many more of these and nobody else knows building wooden commercial boats anymore," Mr Baddeley said. "It will bring a bit more industry into town and potentially provide employment and teach these skills to young people." The frame is being built of hardwood from a sawmill at Bodalla, and will be covered in plywood and then fibreglass. They said wooden punts were better than aluminium versions as they were heavier, more flexible and took more knocks. Read the full story in this week's Narooma News. -STAN GORTON

The Narooma News article is here: <https://www.naroomanewsonline.com.au/story/5094980/wooden-oyster-punt-takes-shape-at-the-narooma-slipway/>

Essentially the story is about the first commercial build of an oyster punt in wood in Narooma for a long time. The first of what is hoped to be many.

During a visit to Narooma I called Mal, the driving force behind the project and arranged to have a look. For a rectangular box of a boat the design detail is elegant. Everything seems to be functional and fit for purpose.

Following a lead from Jon Bell I did an on-line search which turned up two craft recorded by David Payne for the ANMM.

<https://anmm.blog/2015/06/05/oysters-and-their-punts/>

The punt that Mal and Jimmy are building is very similar. About 8 m long,



2.4 m wide. 3/4" plywood with hardwood framing. It seems the inside faces of the hull are glassed (chopped strand matt and polyester resin) prior to fixing to framing. I should like to find out more on a visit in January.

And no, I am not about to try building my own. I am in enough strife with the Memsahib aka Mrs Wife already.

The first wooden commercial boat to be built in Narooma for 30 years is taking shape at the Narooma slipway.

Narooma slipway owner Malcolm Baddeley and legendary Narooma boat builder Jimmy Taylor are building a large, wooden oyster punt for a local oyster grower on Wagonga Inlet.

The boat building is all part of the new activity at the Narooma slipway that sat unused for some time causing great inconvenience for local boat owners.

They hope it will be the first of many and are keen to supply oyster growers up and down the coast from Batemans Bay to Merimbula with their handmade wooden oyster punts.

"With a bit of luck we will be building many more of these and nobody else I know is building wooden commercial boats anymore," Mr Baddeley said. "It will bring a bit more industry into town and potentially provide employment and teach these skills to young people."

The oyster punt frame is being built out of local hardwood from a sawmill at Bodalla, and will be covered in plywood and then fibreglass and finally a coat of paint.

In the men's minds, the wooden punts are better than modern aluminium versions as they are heavier, more flexible and yet capable of taking more knocks.

"They are more wind resistant, more resilient and stronger," Mr Baddeley said.

It's the same design that Mr Taylor used more than 30 years and all done from inside his head with no plans on paper.

They will each take about three weeks to build and then the oyster farmer can put whatever outboard and lifting gear they want on the hull.

"The ones Jimmy built 30 years ago are still going on the inlet today but are coming to the end of their lives," Mr Baddeley said.

"Just like me," Mr Taylor added, laughing.

Mr Baddeley said he wanted to get local students and Aboriginal people involved in the boat building operation as apprentices and was working with schools and others to make it happen.

The Narooma slipway steeped in history has been brought into the 21st century to continue its function as a working boat repair and building facility by Mr Baddeley and wife, Margaret.

Operating as Mal's Slipway and Boat Repairs, they recently purchased the facility and have chosen to retain the name Taylor's Boat Shed in recognition of the Taylor family that took over its operation in 1947, using it for many decades to build and service local vessels of all sizes.

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 condition.
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



FREE

Wavebar Flexible Noise Barrier - Sheeting (heavy).
1m wide by 4m long approx -
Peter Widders 0481 583 794
pwidders@yahoo.com.au



David Payne 17ft Sea Kayak. Stitch and glue construction. Retractable skeg and timber double paddle.

Fast, stable craft : suit beginner or experienced paddler.

\$650 ono **Peter Widders** 0481 583 794
pwidders@yahoo.com.au

FOR SALE

Antares a 52 ft wooden Flybridge, Bridgedeck Gentlemans Cruiser



Carvel planked, 9 berths in 3 cabins with separate well equipped galley, dining area, heads & shower. Powered by twin 215 HP V8 Cummins diesels with only 1000 hours on each engine. Built in Mayfield, (Newcastle) to Naval Architect Roux design. **\$285,000**. Well over \$1 million to replace.

Contact Ken 0416 048 600

FOR SALE

3 metre clinker wooden dinghy



Needs finishing touches. \$1250 ONO. Contact Geoff Harland in Newcastle on 0409 125 238. email gandharland@gmail.com

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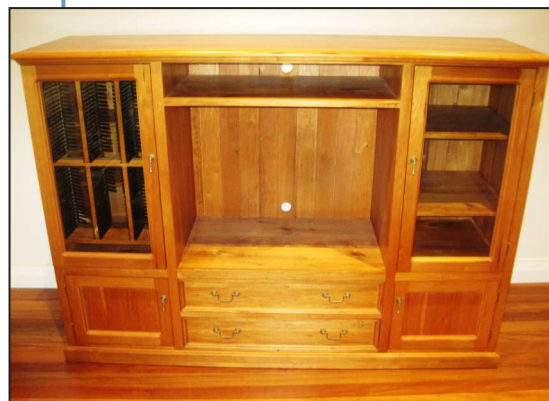
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FOR SALE

I have for sale a very much loved, beautiful, in excellent condition **entertainment unit**, profes-

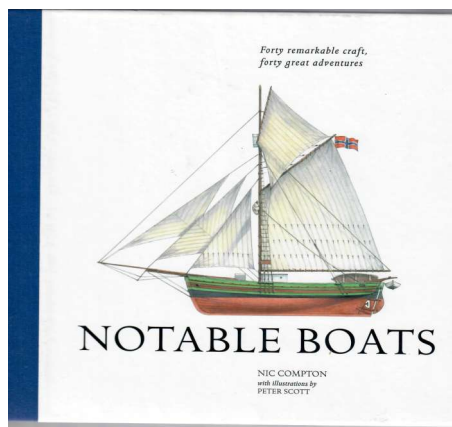


sionally made from solid Tasmanian Oak.
Dimensions are: Length 1920 x Height 1340 x Depth 555mm.
Asking price of **\$35.00** (all proceeds go to the WBA Assoc.). Owner's wife has updated with a larger TV screen and the new TV (not the wife) won't fit in the unit!!
Unit suitable to take a TV or just make a great tool storage unit.

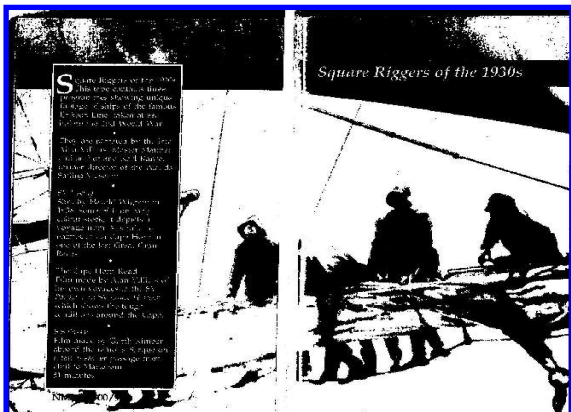
Alan Stannard 0402 627 524

FOR SALE

Book. Notable Boats by Nic Compton. As new, recently published I ended up with 2 copies... \$10



DVD. The Couta Boat. Return of a classic. Garry Kerr. Again, I have 2 copies for some unknown reason (dementia?) \$10 or maybe \$7.50



VHS tape. Square Riggers of the 1930s. Rossco ran a digital copy of this before a meeting or two a while so some members may have seen it in part. Terrific footage. Alan Villiers narrates in part. \$5.

Want the lot? \$20 All available at next meeting or phone before if keen.

Nick Lawther Dee Why 0407 236 999

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/lg) ... \$20/\$25

— — ON THE HORIZON — —

THIS 2018

January 9th

January 15th

February 3 -4

February 13th

February 19th

February 24th and 25th

February 25th

March 13th

March 19th

April 10th

April 13 to 15

April 16th

May 8th

May 14th

June 12th

WBA Meeting, Gladesville Bowling & Sports Club, Movie night

Committee Meeting

Wooden Boat Rally, Launceston Seaport Marina, contact Malcolm Jones 0419 680 844 for information

WBA Meeting, Gladesville Bowling & Sports Club

Committee Meeting

Bantry Bay Raft up Weekend

Boatfest 2018, Rathmines Memorial Park, 11am to 3pm

WBA Meeting, Gladesville Bowling & Sports Club,

Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club

ANMM Classic & Wooden Boat Festival, Darling Harbour and Cockle Bay

Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club

Committee Meeting

WBA Meeting, Gladesville Bowling & Sports Club,