

# Scuttlebutt

January 2019



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**Mike Warner and his granddaughter enjoying Lake Macquarie in a Huon pine dinghy**



# President's Report

Jon Bell

January 2019

Well, here we are in 2019 already, and didn't 2018 finish with some extraordinary weather? Storms, hail, wild winds, electrical discharges and heat-waves. I pulled my putt-putt out when the first lot of heavy rain was forecast as I have seen our placid little creek quickly become a raging torrent on more than one occasion, and parked it under the large gum tree in the middle of The Boatshed car park. This tree has several large branches, 350mm diameter or so, one of which overhangs my neighbours' house, but the local council would not allow it to be pruned. A few days before Christmas we were visited by a "super-cell" storm that lasted all of 5 minutes but still long enough for the tree to be hit by lightning. Not the branch protected by council (my, but they have powerful magic!) but one at the opposite side of the tree, right above my putt-putt. The blast, however, was enough to send the branch back across to the other side of the tree, taking out a few other branches with it, and deposit the whole lot on my neighbours' roof about 10m away, leaving my boat completely untouched. When I say "on his roof" of course I really mean "on his bedroom and garage floor, via the roof". The council-protected branch remains firmly attached to the tree.

Apart from making a great excuse to the editor for being late with the copy for this column, why am I telling you all this? Ross McLean will soon (March) be presenting his Thunderstorms 101 survival guide, in which he will advise you to take avoiding action. I have a better solution – use a wooden mast and have Council put a tree-protection order on it!

The last meeting was of course our Christmas Dinner and Hal Harpur Award presentation night. 65 members successfully completed the boat-rigging course to reserve a table place and enjoyed a tasty two course dinner before moving into the meeting room for the judges' presentation. Jon highlighted one of the eligibility criteria for nomination, to do with completion of the project in the 12 months prior to close date, and noted that one of the nominations had had to be ruled out on those grounds. However, the committee felt the project was such a significant example of the intention of the award that it could not pass unrecognised and Ian Smith was thus invited to the front to receive a presentation splicing fid \* for his research and production of the book *The Open Boat*.

After a quick (some would say too quick) review of Hal Harpur's boating history and of all the previous winning entries, judges Jamie Snodgrass, Michael Coleman and Bill Thompson were introduced, each conducting a short Q&A session with their allocated nominee. Only David Baker from Canberra was unfortunately unable to attend, the others all needing no prompting from the interviewer to talk about their various projects. A summary of the boats and the judges' decision may be found in the following pages.

The presentation was followed by the draw for the Ladies Lucky Door Prize, won by Mrs Quirky aka Joanne Williams; the main raffle prize of a Jim Flood painting, won by Quirky himself; and half a dozen other prizes consisting of tools and books which made for quite a crowded winners' photograph.



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The evening was rounded out by coffee and Christmas cake outside the meeting room, giving everyone a chance to spread out a bit, have a chat to the nominees

and purchase some Quirky/WBA Christmas Cards or even a memento place holder.

The Dinner/Presentation is our major event for the year and would not have happened without the assistance of several people before and during the event. Peter Widders took the lead on dinner logistics, including cake, while Grace Widders kindly stepped in to do guest registry and issue boats and sail kits. Nick Lawther designed the placeholders, prototyped it and conducted extensive tank testing. Subsequent production was carried out primarily by Nick and Peter Widders. The judges put in considerable time travelling to places ranging from Port Macquarie to Canberra, inspecting the entries and eliciting enough information to make an appropriate decision. Management and staff at Sporties for accommodating us, and working hard to ensure everyone got served as quickly as possible. And thanks to you, the members, for turning up and supporting the event.

Our next meeting is on January 8<sup>th</sup>, with Steve and Lynne Brompton our guest speakers on the topic of "The Irish and Other Canals."

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The following meeting on 12<sup>th</sup> February is one day after the Hobart AWBF. Given that many members will be away (myself included), a film night has been organised instead of a guest speaker.

Talking of the AWBF, the president of the Wooden Boat Guild of Tasmania, Rob Nolan, has issued a general invitation to visiting association members and guests to attend a BBQ on Thursday 7 February 2019 from 4:30 pm at the Mariner's Cottages 42 Napoleon Street Battery Point (approximate 20 min, 1.5km walk from Constitution Dock) Cost: \$15pp + cash bar. BBQ food will be gourmet meats with Vegetarian option. Tasmanian drinks. RSVP to [info@woodenboatguildtas.org.au](mailto:info@woodenboatguildtas.org.au) as an indication of numbers attending will assist in catering.

Regular readers of this column will know that I frequently ask for volunteers to assist with various activities within the Association. It never produces a result directly; just makes certain people less surprised when they are bailed up in a narrow dark corridor by two or three heavies from the committee. Our current focus is on a Meeting Photographer – a roving recorder of faces, events, etc at each general meeting, providing material for Scuttlebutt, eNews, website as determined by the various editors. Please contact me or Peter Widders if claustrophobic as it may reduce anxiety later. More than one may apply!

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

\*Presentation fid: Three years ago, the Mid North Coast Maritime Museum donated to us three splicing fids made from an old stainless prop shaft, each fid encased in a recycled timber presentation box. Beautiful. We presented the first one to Marcel Kievit in 2016 for building a 4.8 metre Paul Fisher designed Canadian canoe as a donation for a raffle prize for Bosom Buddies ACT (a non profit breast cancer support group) – great commitment.

## Leather Buttons for some new oars

from Peter Widders

The launch of our new Oughtred-designed 'Whilly Tern' followed the usual last-minute rush with a pair of oars included in the 'to-do-later' list.

The new oars were made to a Pete Culler pattern with the length determined from the formula found on the Shaw and Tenney website. The formula is based on the beam of the boat at the oarlock station. The oars were made from clear Oregon (Douglas Fir) and finished at 2.83m (9ft 3") in length.

The oars were fitted with leathers. No buttons (to help locate the oars in the rowlocks) were fitted until 'sea-trials' were held to determine whether they were needed. The first chance we had to use the new oars came at the Paynesville Classic Boat Rally in March. This showed that the buttons would be useful. The clincher was a photo in a Nautical Quarterly book found at the house we rented in Paynesville. The frontispiece photo showed 11 dinghies of assorted types tied to a dock. Each of the dinghies had leathered oars and 10 of the 11 had leather buttons fitted.



The process:

A test piece of 25mm width leather was used to determine the length of the 2 strips required. The same leather (5mm thickness) was used as for the oar leathers.

Once cut to length, a sharp knife and a belt sander were used to put a taper onto the ends of the strips. One taper was put on 1 end and then the strip was flipped over to put a taper on the other end. The taper length was about 37mm on each end.

While the oar leathers were soaked in warm water before installation, I did not soak the strips before installing them. This was partly

due to the use of epoxy glue to install the buttons.



A single copper tack was used to hold the inner end of the strips, while 2 tacks were used after the strips were stretched around the inner end of the oar leathers. Once the 2 tacks were hammered



home, tape was wrapped around the buttons to attempt to get equally pressure on the installation.

The finished buttons have yet to be tested: more on this part of the build at a later date.

Peter Widders



**The Wooden Boat Association  
of NSW inc.**

[www.wbansw.asn.au](http://www.wbansw.asn.au)

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

# 2018 Hal Harpur Award

by Bill Thompson

The Annual Hal Harpur Award was presented to the winner **Karen Portch** from Port Macquarie at the presentation dinner held on 11<sup>th</sup> December. The Association generally presents the

and his family in using the results of his craftsmanship. The winning entry *Iris* from Karen Portch is a celebration of craftsmanship, collaboration and delight in the creation of a beautiful 6.3m putt putt craft featuring a restored Simplex 10hp inboard. This project started a generation earlier by his father the late Roger Lloyd, was pursued to near completion by Ken Lloyd over the next 14 years who then collaborated with Karen to bring the boat to completion after Karen purchased the semi-finished boat. Karen ad-



award each year to the person(s) who in the past 12 months has completed a project which best contributes to our objectives of encouraging the retention of traditional wooden boat building skills and the preservation of historical wooden boats and artifacts. The award is a perpetual trophy named after one of the Association's founding members, the late Hal Harpur.

This year attracted five entries from Port Macquarie to Canberra across a variety of construction techniques and craft types. There were two Iain Oughtred designs – a beautifully crafted Whilly tern which has featured at the recent Paynesville, Geelong and Narooma classic boat festivals. Another, a St Ayles skiff was beautifully built by members of the Lake Macquarie Classic Boat Association. The judging panel was most impressed by the diversity and enthusiasm of the members of LMCBA involved with this and many other projects associated with a variety of craft.

The other three entries reflected a variety of ways in which the crafting of wooden boats can deliver unique benefits to those involved in the building and subsequent use of their boats.

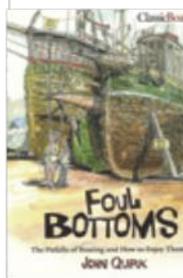
One example started with the simple objectives of a cruiser that would do 15 knots with a 45HP diesel suitable for use every weekend. To see this objective so elegantly delivered through the efforts of the builder was most notable. Another was a Coresound trailer sailor which provided suitable therapy for the builder in dealing with challenging health issues and is now delighting he

mired the beautiful craftsmanship including the reproduction of parts for the 10HP simplex inboard. Karen then completed the boat over the next two years with Ken's assistance and launched *Iris* in Nov 2017.

Once again a celebration of wooden boat craftsmanship culminating in this year's award to Karen Portch for the putt putt *Iris* from Port Macquarie.

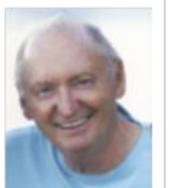


Based on a series of highly popular articles written for *Classic Boat Magazine*, this witty collection recalls some of the incidents the author has survived in over half a century of messing about in boats.



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.



# Boatbuilding in the Family: 2<sup>nd</sup> of 3 generations

by Bob Marks

My parents moved to Cliff Street, Watsons Bay from Westernport Bay in Victoria in about 1932, just before I was born. Watsons Bay was about the best place I can think of to grow up in summer! Winter was another story: strong north westerly winds that blew down the length of the harbour, spraying water high up when it hit the seawall and path. As a boy I was aboard a launch during one of these winds. The diesel was started and let idle in gear; the boat did not make headway, it only took the weight off the chain mooring.

Even though I enjoyed cricket and football, all I really wanted to do was to go "outside" the heads to fish with my father. He had one condition: I had to be able to swim the length of the Watsons Bay Baths without stopping. Not a problem. I didn't give a thought to seasickness: I just lay about getting in the way. Dad said as I would be "mucking about boats all my life" I had better get used to it. As soon as I was asked to start the engine for the trip home, the seasickness ceased. One morning heading out the heads about 3am, I felt hungry so I ate a sandwich; the seasickness wasn't so bad. That was the answer: I have never been seasick since.

Dad soon had our yard looking like a market garden, then selling tomatoes and vegetables to pay for "a plank". This boat was built in a neighbour's shed, one plank at a time. Soon after I arrived, we moved to Marine Parade, next to Graham's Boatshed, now Doyles. The next few boats were built in front of the house – couldn't happen today.

In 1942, we moved to Pacific Street. Dad had built a 26ft fishing boat for himself and obtained a fishing licence. I was onboard with him on the morning 2 American servicemen came into Watsons Bay in a Chris Craft speedboat. They assessed the value of our boat, and a few others. They had requisition orders for these boats, which had to be delivered to Darling Harbour the following week. Dad straight away began building a 28ft boat, his favourite length. It was completed 4 months later. I remember him telling me the planks cost 1 pound (\$2) – 30ft long, 4" x 1" clear Oregon. We still owned this boat when he died in 1949. In the early 50s the boat was sold. Some timber yards were very good to boat builders: a few come to mind – AC Ingham, CD Miller and John J Burns. These firms imported Oregon and when they received a load of quarter sawn flitches, they would put them aside and let them air dry.

When going fishing during the war, boats had to report to the patrol boat near the submarine net which crossed the harbor, giving them our licence number, fishing location and ERT. If we couldn't wake the crew (often 3am) we would continue on, only to be chased and reprimanded.

My father favoured 28ft boats: the reason he told me was that he could develop



Photo 1

the forward half breadths to the shape he wanted to the entrance at the waterline. A number of boatbuilders have different opinions about this line of entry. Mine differ slightly from my father's. The photo of his last boat (photo 1) will show that he got it pretty right. His boats were never high wooded, making it easier to lift the fish aboard when handling. Cabin and wheelhouse were added by me years later.

Photo 2, a 24ft boat will illustrate the difference of sheer

and waterline entrance. I was very satisfied with this boat: at sea she was very well-behaved. Built with spotted gum bottom, white beech topsides, with not my favourite 3cyl Perkins. The boat in the far background is one of my 16ft launches, both moored in Watsons Bay, south of the wharf. This boat and Halcyon (Photo 5) were the best 24ft boats I built. I made a slight alteration to the half mode. It was a little



Photo 2



Photo 5

different from station 2, right through to the transom. It had a slight hollow in the deadrise. I went to sea in this boat and she was different: she would roll one way and then recover through the vertical and return and stop. This was the extra bit of draught doing its job. The only time I used a different

method of construction from my father was when I had the boat set up, I did not use temporary ribbands. Instead I placed the stringers in position and steam bent the frames (ribs) around the outside, making sure there were no straights in them. Sometimes and extra stringer was needed: this was an advantage. I would fit a grown knee forward to the stem and transom. They were very strong and shape of the boat. They were also good as I planked up and fastened, being able to clamp the stringer in place while fastening. Good method I thought – but not traditional. I always worked from a half-model: my father had it all in his head. I could never understand how much knowledge he had in his head. One of his tricks that I remember was when my Dad was working on a yacht on Gibsons Beach, near the 12ft sailing club. It was soon after WW2 and the yacht had been hauled out of the water, high onto the beach and covered, probably for the duration of the war. The planking had shrunk so much the boat would have sunk quickly if launched. Once again, my dad had the answer: we filled the seams with sunlight soap, rubbing it across the seams until filled. When this was completed, the yacht was raised and placed on rollers, hauled down the beach at low tide and secured. The rising tide rose up to near the waterline. This caused the planking to swell back to its original position, squishing the soap out. After about a week the yacht was launched and floated, leaking very little. It was



a trick I've never forgotten.

Photo3 (+) shows a boat built at Greenwell Point. A 42ft trap boat under construction and launching day. I found that larger boats were easier to design regarding the hull shape and bilge turn etc: but they were much hard-



Photo 3



er on the body.

Photo 4 (+) shows a 34ft twin engine boat with a 20ft back-up launch alongside, both launched about 1960.

My father built 2 boats for the owner, and I built him his last, powered by 2 40hp Volvo Penta's: fast for a full displacement boat and good at sea.

Photo 5 (+) shows Halcyon in the water: in the water for 1 hour – not a drop of water in the bilge. She was as tight in the water as she was on the trailer. She was built with southern spotted Gum, splined with Western Red Cedar. After a few years this boat went to Thursday Island: trailer to cairns and 6 days steam to the island. The owners were very happy with her.

Photo 6 – Groucho 2: 34ft chine boat built at Port Stephens for myself on retirement. She was fitted with a 220HP Cummins and travelled to Sydney many times in 8.5 hours using 120L of fuel.

Photo 7 (+)- Saltshaker on launching day. 17ft, built at Port Stephens. She was recently taken to Goolwa, SA.

The only boat I built from plans I purchased was a 16ft ski boat. I knew that it took a lot more HP to make it go fast and I was right. When I lofted it off full size, it looked strange to me, but it was correct. It was very fast – 30mph with only 85HP.

I have lost count of how many boats I have built, but I am delighted my son, Dean, has carried on the trade and tradition, firstly with me, then very fortunate to obtain an apprenticeship with Halvorsens, and began his career restoring the Kathleen Gillett with Terry Lean, a wonderful opportunity and achievement. Dean has his own business, Dean Marks Boatbuilding, in Tasmania.



Photo 6



## THE PAYNESVILLE REPORT

from Chris & Gilli Dicker

Happy new year everyone. Our house is

undergoing dramatic transformations. A team of Germans have invaded The Downs with the intention of converting the partially finished building into a bunker and headquarters. They have insulated the walls with sound-proofing and put special atomic proof sheeting up and down and all around. Children as young as two have been recruited for the work. The enemy are coming across the desert from the west and over the ranges from the north. They are towing caravans and boats and are loaded with noisy Christmas presents and half their households.

One thing about building a house, yes it does have to be waterproof but it does not have to float. All those houses you see floating away in floods are built by exacting fanatical boat builders and should be avoided.

As in lining a boat, we are building a house inside a house. This can require more care than the outside as this is what you will see and what you will have to live with. Not so much in our case as I have really built a rough two bedroom cabin so the inside has to be rough to keep with the theme. It also has to keep within my capabilities.

Our block is part of a farm that has been divided up into 3 or 4 acre properties. I do have to smile when I look at our near neighbours mansion like doll houses with manicured lawns and gardens. We look up to them as we are the very last block to be sold so we will never live in 'the heights'. They look down on our rustic buildings, some of which were build entirely out of refuge from the tip.

Meantime *Westwind* is almost languishing at her mooring, something that I



promised would never happen. The property is sprouting more and more weeds while we work on the infernal house.

Ah the simple sailing life where we had but one concern, to lean to the wind but not against it.

If you strive in life to be plumb and square you may become unfulfilled and disappointed, if you do achieve this I would not like to be sitting next to you at a dinner party. But then, we all have a story.

Chris & Gilli Dicker



### FOR SALE

A pair of long oars for sale, approx. 10' or 3.0m long in good condition \$125 or offer.

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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.

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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  
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Rob Landis 0414 741 725

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**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 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 SS 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

**FOR SALE** Owner Happy to consider reasonable offers

### Plywood Runabout

The boat is a half cabin in good working order. It is 17ft 6inches (5.33m) in length and 1.95 metres in width, certified to carry 5 passengers. It is made of timber and plywood and the bottom has been fibreglassed over. There is storage under the seats inside the cabin and all padding is original. Navigation lights and an electric bilge pump. The engine is a 75HP Johnson V4 2 Stroke with magneto ignition. The engine does not have a



generator or an alternator (never been a problem). Battery only needed to start. 2 anchors and a pair of Ron Marks Water Skis to go with it. (No Life Jackets). The trailer has had new wheel bearings fitted and is in good condition. The boat has always been garaged. The trailer is registered until 20/8/2019 and the boat is registered until 7/11/2019. Anyone wishing to inspect, I would only be too happy to accommodate, just call and arrange a time with me. call me on either 0414 477 662 or 02 9644 8783. The boat is located at Setton.Kerry Buttriss

### FOR SALE

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

John Wagemans

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### FOR SALE

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



John Wagemans, [braeng53@optusnet.com.au](mailto:braeng53@optusnet.com.au) or 4339 9653

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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



**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 200<sup>th</sup> 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](mailto:Jacqueline_warren@hotmail.com)  
Jackie – 0415 401 270



**WOODEN BOAT ASSOCIATION OF NSW MERCHANDISE**

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

**— — ON THE HORIZON — —**

**THIS YEAR 2019**

- January 8<sup>th</sup> WBA Meeting, Gladesville Bowling & Sports Club, - Steve & Lynne Brompton
- January 14<sup>th</sup> Committee Meeting
- February 12<sup>th</sup> WBA Meeting, Gladesville Bowling & Sports Club, - Film night
- February 8-11<sup>th</sup> Australian Wooden Boat Festival, Hobart
- February 23<sup>rd</sup> Raft-up at Bantry Bay
- March 12<sup>th</sup> WBA Meeting, Gladesville Bowling & Sports Club, - Ross McLean - Lightning
- March 18<sup>th</sup> Committee Meeting
- April 9<sup>th</sup> Andy Gfeen
- June 11<sup>th</sup> WBA Meeting, Gladesville Bowling & Sports Club, 2018 HHA Winner