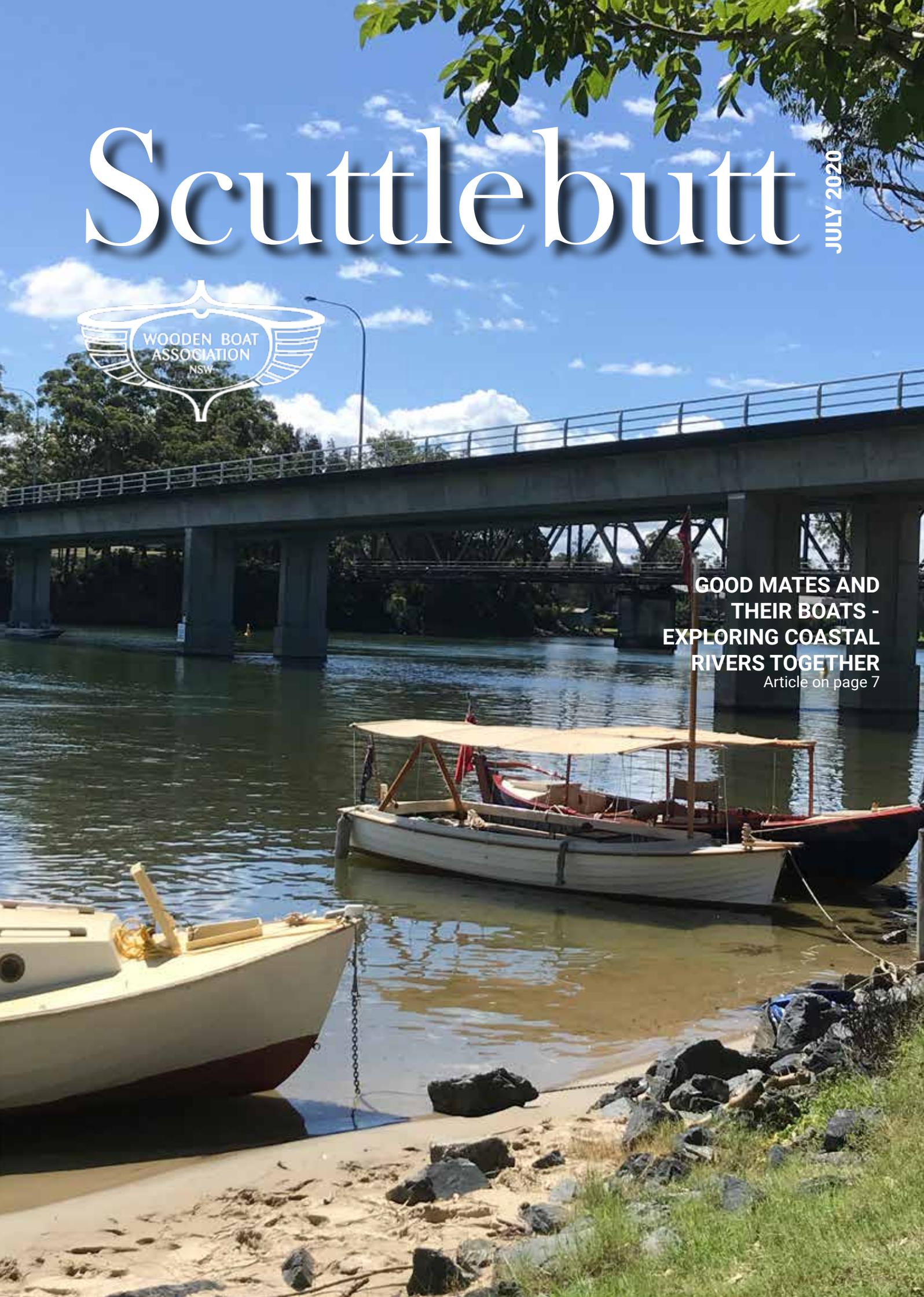


Scuttlebutt

JULY 2020



**GOOD MATES AND
THEIR BOATS -
EXPLORING COASTAL
RIVERS TOGETHER**
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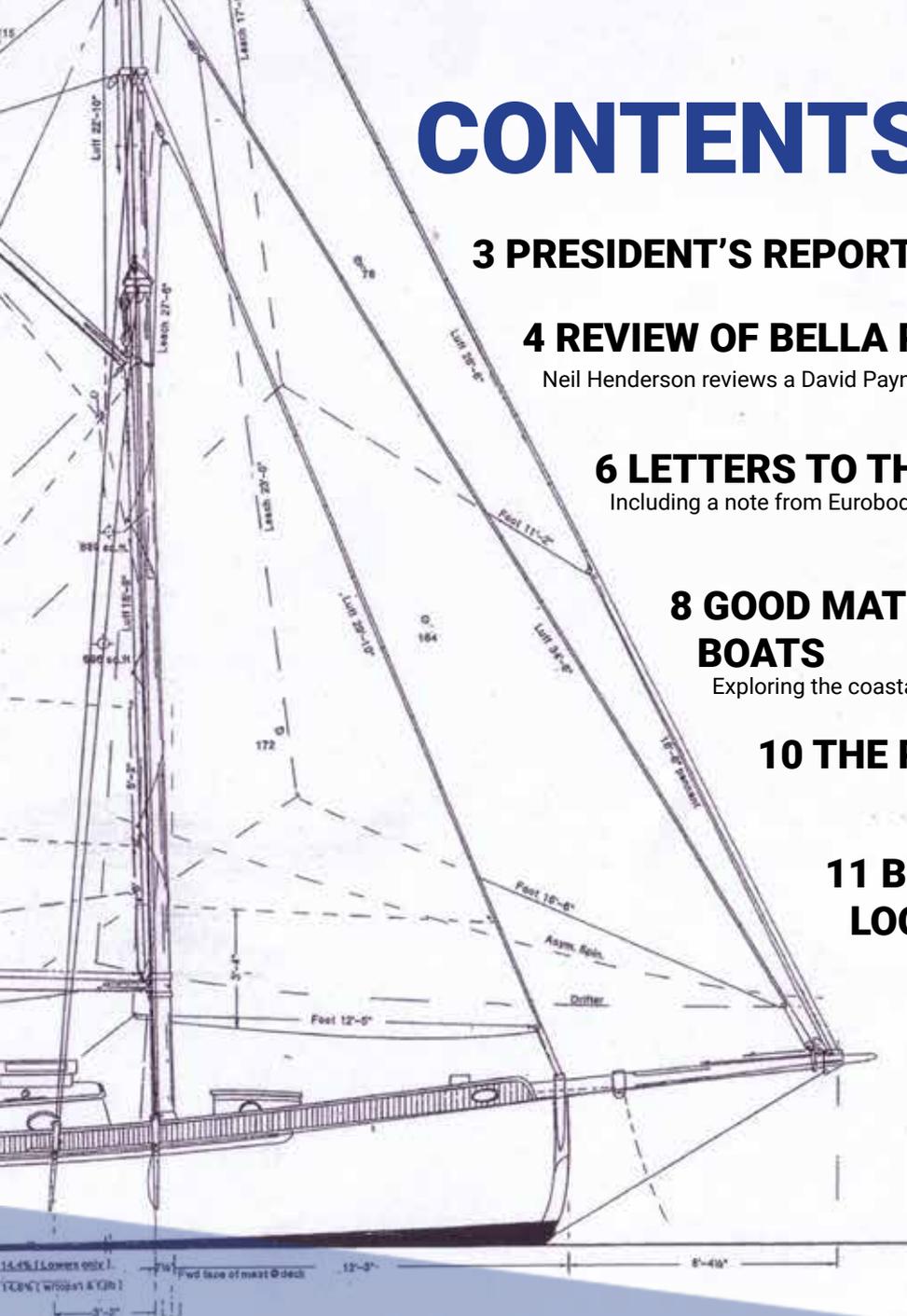
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Scale: 1/2"=1'



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PRESIDENT'S REPORT

Peter Widders
May 2020

Malcolm Boyd – OAM

Heartiest congratulations to our esteemed Treasurer, Malcolm Boyd, who has been recognised with an Order of Australia in the recent Queen's Birthday Honours List. Malcolm has been recognised for his work in the field of Civil Engineering. From the Sydney University Civil Engineering News:

In his professional career, Malcolm is best known for the introduction of reinforced earth technology to Australia. Having served the Reinforced Earth Company in various roles from 1976 to his Chairmanship in 1999, Malcolm was responsible for the strategic direction of the Groupe TAI Company in Australia and New Zealand as well as the technical development, standards, communication and assistance for the COMTECH group. Reinforced earth technology has become a fundamental component of a civil engineer's toolkit for solving many earth retaining problems, especially in infrastructure.

Amidst a busy professional life, Malcolm always found time for his voluntary commitments to the Faculty of Engineering and IT, and his connections within the School of Civil Engineering. Serving as President of the Civil Engineering Foundation from 1991–1997 and again in 2000–2002, Malcolm secured resources to ensure that the School remained at the forefront of civil engineering research and education in Australia.

Dinghy Project

A big 'Thank You' to Michael Coleman and Dave Giddings for the completion of a dinghy project recently. Here's the short version of the 'tale': A customer handed over a partially completed dinghy to Dave who passed the project on to Michael. Some painting of the dinghy was completed and then the dinghy was advertised in Scuttlebutt and on Gumtree as a 'Free' dinghy with a \$150 donation to the WBA. Michael's phone ran hot following the Gumtree ad, and the new owner handed over the cash and departed with the dinghy. \$25 of the 'fee' was given to Michael for expenses with the paint and consumables, with the remainder going to the WBA coffers. Thanks to both Michael and Dave.

Sporties Club

Sporties Club re-opened on June 24 following a total refurbishment of the kitchen at the club. Additional works planned include a new auditorium in the area where poker machines are currently located. We are working around the possibility that we may be able to return for the August



general meeting on Tuesday, 11 August. This will depend on approvals in place for the next phase of the easing of restrictions. The Committee may hold the July Committee meeting at the Club due to the smaller number of people involved.

WBA Committee

A gentle reminder that we have 1 unfilled position (Committee member) on the current committee. The varied business of the Association has always been handled by members acting in formal committee positions, as well as roles in the Association that are conducted by individuals who are not member of the Committee. Please give some consideration to joining the Committee and helping the Association to further grow and develop. 'New blood' is always a good thing in any organisation: the WBA is no different in this regard. Any member of the Committee would be pleased to provide information/assistance to anyone considering joining the Committee.

Eurobodalla Woodies

Eric Simes, Secretary of the Eurobodalla Woodies (and WBA Member) reports in this issue on developments at Mogo in the aftermath of the devastating bushfires of New Year's Eve. Secretary, Nick Lawther has some additional donated tools to deliver to the group to supplement the tools already delivered in Late February.

Stay safe and connected until we can meet again.

Review of Bella Part 1

By Neil Henderson

Images:

Below - The first clinker plank starts taking shape.

The Snapper boat was designed by David Payne, David is from Mosman near Sydney, Australia – he has designed numerous boats and is the son of Alan Payne a very well known Australian yacht designer. The snapper boat is designed as a day launch. I was about to retire and wanted to build a wooden boat that my wife, my dog and I could go out for a lunch comfortably, safely and happily. So the boat had to be a minimum of 16 feet LOA and be stable with plenty of internal space, and it had to be motor powered.

I had previously built a Hartley 16 when we lived in Victoria so I had some boat building experience, but I knew that I needed to learn more to build what I wanted, so I searched around and found the Eurobodalla Wooden Boat Group, a group of about 16 people dotted around the area who restore, build and use wooden boats. Some of the group have very extensive design and build experience – I called on them to come over and discuss the mistakes I was about to make. My wonderful wife provided gorgeous morning teas (don't forget the motivator) – and many mistakes were avoided. If I have one piece of advice for new players it is to find experts and use them regularly to guide your design & build – because you will be on a very steep learning curve for months and need help. They'll even help you fix mistakes.

Basic Design and Purpose

David Payne designed the snapper boat as a 5.2m (17') trailerable open motor/sailer with foredeck, aft and sidedecks. A small cuddy cabin can be added and one is included in the plans. I chose to include the decking but not the cabin because I wanted to minimize the fittings/seats/storage inside the hull till I had used the boat several times and I knew what I really needed – this design and decision process is ongoing and is unlikely to reach a final conclusion! This trailer/sailer design sees the centerboard ahead of the engine along the top of the keelson. I chose to build the pure motor boat version without any sail or centerboard.

Variations

The hull can be built using a number of methods, though the two fundamental builds are either strip planked or clinker where the clinker is modern glued plywood lapstrake. I chose glued clinker, because I like the noise that water makes when it passes a clinker hull – I spent my childhood in old clinker boats in NW Scotland, a memory that never leaves. The plans include marks on the molds for clinker planks (laps) so that you know roughly the lines of the clinker planks – I used these and found them invaluable.

David also provides 2 variations on the hull – one being the motor/sailer including full detail of rigging, spars and centerboard, the other being a motor only version which has the motor mounted further forward in the hull.





Plans

I bought the plans in paper format, and had the plans encapsulated in heat sealed tough plastic sheeting by a company in Canberra who copy and cover paperwork for the Federal government. This saved my plans for being ripped during the build. I also had a few photocopies made of the plans as I knew that I would rip a few along the way. I found the plans to be very clear and concise, and they had all of the measurements that I needed to build a boat which accurately reflected David's design.

Build – steps

The first step was to make a strongback and set this up square and level under our pergola. I borrowed a strongback from Eric Simes which is made from 2 long pieces of I-frame floor joists joined with thick timbers, and diagonals. The result is a strongback which doesn't twist or bend which was very important. I made up the 10 mould frames, beveled to shape and made up the stem from laminated Danish beech. The strakes were cut from Brunyzeel ply trucked down from Sydney – I used good ply because I had to be able to plane bevels and gains accurately. The scarphing of the planks was a challenge and my early scarphs were terrible but if you build a boat upside down and start at the Garboard then your early efforts are hidden under the water. I clamped the planks using clamps made from ply and a wooden wedge – these are very quick to apply and very easy to use – plus they are made from scrap ply. I also learnt how to cut gains at the stem and the transom. I actually found these relatively easy I think mainly because I used a rebate plane which stopped me wandering of course.

The skeg was made from Douglas Fir with the sterntube for the propeller shaft embedded in the skeg and what I hoped was the correct angle to allow the engine to sit low in the hull. I sealed the hull with 2-part epoxy sealant, painted it using boat enamel (I'm not an epoxy

paint fan....) and called round several of the Eurobodalla Wooden Boat Group to flip her over. I was then faced with what looked like an enormous hull to fitout, and it was totally empty so I followed the plans and laid in floors, deckbeams (fore and aft) and bulkheads. I decided to add ribs (not in the plans), 6 a side, to the hull to add stiffness and strength. In hindsight this wasn't really necessary but I learnt a great deal about steam bending spotted gum and the enormous effort required to twist the timber for the ribs up forward where the bow curves in towards the centerline. Bending the spotted gum (four 5mm laminations) was easy, the twisting was a lot more difficult. Each rib was bent into place very rapidly and clamped and wedged so that it could be left overnight before removing applying glue between the laminations (here I used Selleys Durabond polyurethane glue) and clamping back in the hull so that the rib would glue to the required shape. Then take the ribs out again, plane and sand before gluing in to the hull this time with Wests epoxy which I used for all of the build except the ribs. Once the ribs were done I went about fitting in the engine which is a 10hp 2 cylinder Nanni diesel, fitting the engine was a long slow fiddly process which I think I found rather frustrating because it involved very little woodwork which I enjoy.

Images:

Above: Sterntube dry fitted in place. This was embedded into the Douglas Fir Skeg.

Below: Eurobodalla wooden boat group come to aid in 'the flip'



LETTERS TO THE EDITOR

Please drop a line to the Editor with your quirky tales, interesting happenings and other 'stuff' including requests or ideas for articles in Scuttlebutt.

This new section is also an ideal forum for our 'Ask Someone Who Knows'.

All contributions to:
editor@wbansw.asn.au

The Editor reserves the right to edit/decline letters submitted for publication.



I am looking for information on the yacht shown below. It is approx 38ft LOA and strikingly similar in profile to our own 34ft yacht King Billy. This one is called Karawa and is moored in Tambourine Bay on the Lane Cove River.

Any Information greatly appreciated.

Peter Widders
pwidders@yahoo.com.au

LETTER FROM THE EUROBODALLA WOODIES

Hi to all members of Wooden Boat Association. A special thankyou to all those who donated tools to replace those that we lost in the devastating fires of New Year's Eve 2019.

I had a chat with Nick Lawther the other day and at his suggestion I will give you an update of our circumstances.

Peter Widders, on his way to the Paynesville rally was kind enough to drop in your generous donations. I caught up with Peter at Paynesville later on.

The tools were many and varied and to be honest I was not sure what some of the small items did for their living. It was like opening Christmas presents from childhood, there were pleasant surprises in every box. For example, I had no idea that so many people made hand planes, one even with a USSR brand. They have all been re fettled and are very useful. Various tools were distributed to different members as required.

Some members of my group lost not only their homes but all tools and equipment. That's a big hurdle to get over. I had thought that we could start a "Tool Library" for Woodies members and in fact have distributed some of the gear to those in need. The deal was that it will all come back to our workshop when it eventuates. Others, including myself opened up our workshops to a small number of members so they could continue working.

Then Covid 19 reared its very ugly head. We, like the rest of the world, pulled our horns in and stayed at home.

Your tools and other donations were eventually gathered together and put in a safe lockup until we can either open up private workshops again or build our own.

We did not own our last workshop and the owners of that site do not intend to rebuild, so we have tried many avenues, Local, State and Federal governments to obtain a small parcel of land on which to rebuild.

We were, we are told, the only Men's Shed to be destroyed in those fires and have recently been advised that we may get some help from that quarter. Only last week, after some emails and consultations by members to various local Council officers we have received an offer of a parcel of land near to our last site. We still have to do the negotiations and assess the site to see if our meagre budget will stretch the required distance.

We did collect our contents Insurance, which will not cover all that was lost. As we did not own the building we have applied for and received some grants that will help.

Assuming we can do a deal with the Council it will take us at least until the end of the year to get something on the go.

Thank you all again and may the winds blow fair.

Eric Simes
Secretary Eurobodalla
Woodies

Are You Looking for:

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0412 366 998

Bote-Cote@optusnet.com.au

BoatCraftNSW.com.au

GOOD MATES AND THEIR WOODEN BOATS

Exploring the coastal rivers together

By Rob Hardy

For a couple of weeks, I had been carefully studying the weather forecast for the Mid North Coast. This is not a usual activity, however it is, when there is a plan to spend a week on the water in open boats. It was the annual occasion when members of the WBANSW and the WBAQ come together to enjoy each other's company again on the rivers of the north coast of NSW. We choose March as the weather is generally settled, the humidity has departed and there are good tides which enable us to motor further upstream without the hassles of running aground.

The weather charts were all showing rain and as usual there was some minor flooding on all rivers about a month before we were due to be there. This (the minor flooding) is not a bad thing, as it flushes out the rivers leaving quite clean water behind. For our day of arrival, the forecast had improved and showed that we would have mainly fine weather with the occasional passing light shower.

Everyone arrived on the first night and after settling in, we all gathered in the camp kitchen for dinner after a few welcoming drinks. There was great excitement. It was a fun night catching up with friends not seen for a while and meeting some new folk.

Our plan for our first day was to launch the boats at Macksville and have a run on the Nambucca River. Unfortunately, the weather gods had another idea, and we woke to the sound of light rain on the roof. Bugger! We generally have a lay day during our week away and so we declared day one to be the lay day. Some of us drove to Coffs Harbour to catch up with friends, while others visited Dorrigo and Bellingen.

For our second night, we always have dinner together at The Ocean View Hotel in Urunga. A booking had been made for 24 and our tables were ready for us on arrival. It was a great night. The staff were terrific as were the meals. We were the first to arrive and the last to leave. A great start for the week ahead.

The weather was better next morning, so we all headed for Macksville to launch the boats. The plan was to head up Taylors Arm of the Nambucca River to our favourite spot from past



years near Talarm, where there are some picnic tables. This is about a two and a half hour run through some very pretty countryside. The usual admirers were at the ramp, asking all about our boats and telling us that they could remember when their Dads or Uncles had similar boats. The boats are a real drawcard whenever we stop. One of the boats coming from Sydney called into a servo for fuel. While Martin was there, a chap came up to him for a yarn which ended up talking about Simplex engines. This chap just happened to have a whole lot of Simplex bits and pieces at home which he offered to Martin at no cost, including a spare magneto !

Anyhow, back to the Nambucca. We all successfully made it to the lunch spot at Welsh Park and we set up on the provided tables. Most of us have a simple lunch of rolls or salads accompanied by a small bottle. We were upstaged by Lyn, who produced from their boat, Evelyn, a marvelous portable ply kitchen which contained a metho stove to produce cups of tea. With perfect timing, just as we were ready to leave, the tide changed and we were able to run back to the launching ramp with tidal assistance.

For the next day, Wednesday, the plan was to launch the boats at Urunga and do the long run up the Kalang River. We had 8 boats in the water



this day, as we were joined by Roy and Alan who came along in the very pretty Trinity. A photo of Trinity has appeared in Scuttlebutt not so long ago. Roy discovered the boat abandoned in a paddock under a tree over 30 years ago. She was a mess, but Roy noted that she had pleasant lines and was planked in teak. Over a 20 year period he carefully rebuilt the boat, epoxy sheathing the hull and having it painted to a mirror finish. He replaced the cabin along the lines of the original, and being a cabinet maker by trade, he made an excellent job.

We left Urunga and motored up the Kalang taking Newry Island to starboard, again taking advantage of the incoming tide. What a sight we made! It was an excellent day, the water level was high and bush we were passing was healthy. If there was a shortage of cattle somewhere in the state, we know where they have all gone – enjoying the lush grass of the Bellinger Valley. The river narrowed and became more interesting. With high water we were again able to proceed further up than we have been able before, however there was one disadvantage – the nice beach we used to stop at was submerged. Luckily, we found an excellent grass bank where we could step straight on to deep grass. In fact the grass was so lush, we were able to tie some boats off to clumps of long grass ! The crews were very pleased with our find ! It took no time before the picnics were set up and we were into our lunch. It was perfect. After lunch we headed back downstream. When we came back to Newry Island, we decided to continue our clockwise circumnavigation. We have great friends who have a riverfront property on the island. We warned them that we were coming. On approach, we could see them waving from their pontoon. There was the obligatory stopover. It wasn't long before we made it back to the boat ramp. When we got home, we checked our fuel used to find that we used 7 litres of fuel, which means we had been



running for 7 hours. No wonder we were tired (and thirsty !). A big day.

We had booked to have a Chinese dinner together at Club Urunga that night, so there wasn't much time to pack up the boats and get to dinner. On arrival, it was quite obvious which table was ours – it stretched the length of the restaurant. Another fabulous dinner. The ladies looked after the food ordering and the rest of us organized the drinks, a task we have excelled at !!

The next day saw us return to the Nambucca River, launching again at Macksville ramp, which is an excellent ramp. It is wide enough for two boats, has a floating walkway with a good pontoon attached. The plan was to run to the head of the Nambucca River. It was a fine day with some clouds as we ran upriver. The tide level was high and we passed spots where we have stopped before, but this time we were able to keep going, until some of the houses of Bowraville came into view. We have never made it this far previously. Luckily we found an excellent bank for a lunch spot with deep water and a grassy area for lunch. Most of us were upstaged by Fred and Lex, and Tony and Lyn, who produced fold up chairs. Lyn took the comfort award for again producing the portable kitchen for their lunch! It was calm and warm enough for young Will, part time skipper of Snot Rot Dot to have a swim. The change of tide indicated that it was time to leave, so off we went, again taking advantage of the ebb flow.

For day four, we decided to run up the Bellinger River to Bellingen. We started off in a light shower which cleared to a mainly fine day. The river was full, due to the incoming tide and to the amount of fresh water coming downstream from the Dorrigo Plateau. The Bellinger Valley is very picturesque and on this day, it was the greenest we had seen. Lots of healthy cattle on both sides of the river. We had lunch both ashore and onboard at the spot where the Alma Doepel was built, just below the town of Bellingen. It was tempting to go as far as Bellingen, however there are some broken off piles from the old town wharf which are just below the water and the river was running fast. The decision was not to take the risk. It was another beautiful day, even though there was a bit of a shower on the way home.

For our last day on the water, the decision was to stay local. We motored up the Kalang River and circumnavigated Newry

Island to end up on the beach at Urunga for our traditional fish and chip lunch in the park. We were delighted to find that a new picnic shelter had been built since our last visit with two table and chair sets, so we ate in style before heading back to the boats to take a run out to where the Kalang and Bellinger Rivers join before they head out to sea.

Sadly, this was our last night, so we celebrated with pizzas and a couple of bottles of vino for dinner. It had been a marvelous week with a great group of friends from NSW and Qld. Maybe, we will do it again.

Its not just the boats – it's the people they bring !!

Rob Hardy

Putten



The Paynesville Report

By Chris Dicker



I could easily be sitting in front of an empty page for hours wondering what to write as there has been very little going on on the waterfront. However there are many enterprises and folly's afoot.

As I finish off the last of the house fit-out I am leaning towards getting Westwind shipshape for next years Hobart festival. She has not had an internal facelift since 2007 and it is time. There are also many improvements up top that have been very patient. The open boat trip to the upper environs of the Gippsland Lakes that was cancelled due to the pandemic has been re instated so despite zero temperatures we are off in a weeks time. This is a 5 day odyssey on Lizzie, a 22 ft lug rigged lake boat that has graced these pages a couple of times.

Meantime Gilli and I have been busy with Land-care, planting a thousand trees along a creek and feeling very good about it. We helped plant 1100 last year plus quite a few on our own place. We generally have between 9 and 4 volunteers in the group and could do with a lot more. Getting out in the bush for the day and planting trees in the ground in company with fellows fills a part of our life that we are not aware is empty. In all our life we should plant at least one tree even if we never enjoy it's shade.

As to the work on Westwind; I have a 23 year old dilemma, in the bilge there is 400 kgs of lead ingots sort of wedged in. The ingots are 25 kgs each. I have never been happy with them for a couple of reasons, if the boat should invert it is possible that the ingots could end up as very loose cannon balls but also that I cannot access the keel below them. They are suspended above the keel by 40 mm. I could cast them to the shape of the bilge but the unforgiving effect that gravity has on lead the castings could not weigh more than 30 kgs for handling. Even then

I find as you get older gravity seems to play a larger part in your life. Westwind is a very deep and buoyant boat and she had no where near enough ballast when she was launched. I found 40 kg lead ingots buried in concrete during the deconstruction and somewhere in her history the outside ballast

was increased with nicely shaped lead bulbs. On our trips to New Guinea we really loaded her up with supplies, water, fuel and trading goods and she was only just getting towards her lines. She still sailed very well but we knew we had it on. When she was British registered her tonnage allowed for 4 tons of cargo and I believe we could have handled that. I do forget how the Thames tonnage was worked out and our readers might enjoy an elaboration.

The 23 year dilemma, by the way is how long I have owned Westwind.

The photo: Someone sent me 6 huon pine seedlings and a year later another 6. This was a friend in Cairns who must have gone to great expense to have them sent up from Tassie. I was trilled at the first six just for the novelty, sadly they will not mature away from their native home but when the second shipment arrived I had to explain things to the sender. They arrived as tube stock no more than 75 mm high. I re-potted them into normal potting mix and cannot believe how they have grown. I imagine these plants are now about 4 years old. I had a plan to take them back to their home up a river in the south west where they belong and plant them in the forest but the quarantine people say definitely not and rightly so. They will be re-potted soon into large pots and continue to be treated as treasured pets. If anyone has some ideas or has has some experience with huon pine infants please let me know.

The log came from the mouth of the Gordon River or about 500 meters west of there. We were told we could and that we could pay a fee for the privilege but we never found the people to pay. I did not cut anything and anyway it is only an old log. It was deck cargo on Westwind from the west coast of Tasmania to Cairns where it languished for 6 years or so then travelled down through the outback to East Gippsland on the roof of a car where it has continued languishing. Soon I will turn it into something but meantime it is a huon pine log. When I carry it I know what I have in my arms. The sawn piece is also huon and I dressed it up a bit for the photo. I have been working with western red cedar in the shed and now the huon so you can imagine what my shed smells like.

Our human world has turned upside down (I think the rest of the world is not doing so bad)

Big hugs to everyone



BUY SWAP and SELL

WBA members may place a non-commercial ad free of charge for 3 months and then \$20 for another 3 months. Non-members are charged \$40 with a picture and text. Ads will run for three months before they are removed. Submissions close on the 21st of each month.
NOTE: Items for free, No Charge. Contact the Editor.

FOR SALE

Timber 14' Fisher skiff, strip planked, epoxy-based fibreglass inside and out. Built about 20 years ago by my late husband, little use, excellent condition. \$600 o.n.o.
Contact Pam Bellingham: 0414 953 879
Located Woodburn far north coast NSW



FOR SALE

BINNABURRA, Lidgard Demon, 33', 1984. Cold moulded construction with diagonal red cedar over oregon and dynel sheath on the outside. Yanmar 15hp engine. 5 berths, gas stove and BBQ, electric fridge, toilet and shower. I have owned Binnaburra for 31 years. Moored Pittwater, \$39,000. Phone Wendy Murray on 0406536768 for inventory and more photographs.



FOR SALE

Blaxland Super Pup, 4 1/4HP, single cylinder, excellent condition, ready to work, spare magneto, fuel tank, handbook, lots of spare parts \$2,000.00 (the lot)
Ross Skeels 0413 445 533



FOR SALE

FOR SALE - VOLVO MD2B - 1964-1967 25 hp Fully reconditioned but not run in boat. Full wiring, gauges, morse cables and single lever F/R control, Flex coupling, Stern tube, Gland. 1" shaft & prop. \$1,800.
Call: Peter Mathews 0409 428 070.



FOR SALE

"Mixed Blessing"
Iain Oughtred Ness Yawl, Built 2004 by Chris Anstee Length 19' (5.8m), Beam 5' (1.6m) Trailer registered until Jan 2021 Price \$6,000 Located Northbridge
Malcolm Boyd 0412 797 479



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11 Foot Solid Fibreglass Tender. Built by Muir's Boatyard Hobart as the Tender to Classic Yacht 'Patsy' 4 HP Yamaha 4AC & Watersnake SLW54/42 Electric. Lifting Slings. U/R Trailer. Canvass Cover, Lines, Fenders. 2 Buoyancy Tanks, 2 rowlock positions Located Rose Bay.
Call Steve Tait 0414 637 675 \$620 ono



FOR SALE

1962 Griffin 'Whirlwind' 30ft LOA carvel planked and spars of Oregon on spotted gum, Mast recently coated with Coelan. V berth and settee convertible beds. Enclosed 'pump out' and 'chemical' (2) heads. very usable sails, Volvo 1B diesel 9 HP. Slipped yearly - call for full details and inclusions. Price negotiable - Ian Wallace - 0400 430 830



FOR SALE

Spotted Gum Timber Available
Member, Peter Matthews, advised at the March general meeting that a mate of his was preparing to cut some spotted gum trees on his property near Nymboida.
The timber can be left as logs, or cut to the required size with a Lucas Mill.
Please contact Peter Matthews if you are interested -0409428070



FOR FREE - BOAT AND TRAILER

The boat is all timber no fiberglass sheeting and was built by someone who knew his way to make light timber sheets work together for strength. I offer it and the trailer to you and your members for free, is currently covered and awaiting a "new" owner. The boat is complete with some spare rigging parts and tools, the sail is from Harmony sails Melbourne. Boat length is 4.520m x 1.6m beam from bow to stern not measuring the rudder. Has a pivoting centreboard and a self drainer in hull.
John Dunn
0406 494 245
Johndunn48@yahoo.com.au



LOOKING FOR

LOOKING FOR - Can you please assist me!

I'm looking for a suitable road worthy galvanised boat trailer, to suit a dinghy of LOA 2.40m. The dinghy is built from foam sandwich, it is super light so I'm not looking for a heavy duty boat trailer. The trailer can be of the non tilt version, fitted with skids or rollers.
Alan Stannard 0402 627 524
stannard68@optusnet.com.au

LOOKING FOR

I am looking for a 15 inch 3 blade bronze propeller with a 12 inch pitch, left handed.
Member name: Karen Portch
Phone number: 0427046363

LOOKING FOR INFORMATION

Hello - I am president of the Jervis Bay Maritime Museum in Huskisson. I was wondering if you may be able to help us. We have been offered a donation of a 12 foot cedar skiff called the 'Accolade' built by a Mr Vic Hoyle in Jervis Bay in 1951, and sailed by the Lane Cove Yacht Club. We are trying to find out more information about the builder and the boat. Mori Flapan's online register of boats has one built by Vic Hoyle in Jervis Bay in 1949, but that is the only listing for Vic Hoyle. Can you help?

Much appreciated,
Michael Sutton 0411 264 786
president@jbm.asn.au

Merchandise

Members are able to purchase/order items at a General Meeting or by email to the Merchandise Officer, Sally Ostlund, (salsonsquarerig@gmail.com) AND to the Treasurer (treasurer@wbansw.asn.au)

When items are not in stock, they will be ordered and advice provided about availability and delivery costs.

New item



Short sleeved white Polo shirt
\$32

Coming next month - My Favourite Boat The Twister by Greg Dwyer





MERCHANDISE



A



B



C



D



E



F



G



H

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





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ON THE HORIZON

The Committee of the WBA has postponed the April and May, June and July General meetings. Hugh Cross (April) and Ian Smith (May) have both offered to re-schedule their presentations at a later date.

The Committee has also suspended monthly Committee meetings and will continue their work through other means.

Stay tuned to enews and future scuttlebutt editions for more information