

# Scuttlebutt

September 2015



***Celestial* a 31 foot sloop restored by Presidents Shipwrights  
On display at the ANMM Classic & Wooden Boat Festival,  
Darling Harbour in 2010**

The vessel had been submerged in Glades Bay in 1997

**Photograph by the Editor**



The next Classic & Wooden Boat Festival is scheduled for April 15th-17th, 2016  
Expressions of interest for vessels are now being sought by the ANMM



# President's Report

Ross McLean

At last month's meeting we again had around 40 members entertained by Kevin Boyle from Central Foundries in Mascot.

Kevin spoke about a long running family business that produced everything from works of art to small boat fittings destined for the shelves of our local chandlers. Some of the great names in Marine Fittings turned to the foundry for their castings. On occasions, the foundry, we heard, would produce hundreds of marine items at a time, then switch to something else. They also are happy to conduct tours for those interested, although the foundry is a strictly Monday to Friday operation. I for one would enjoy a tour, so now for our committee to try to organise it. Anyone else interested? Please advise so we can get the ball rolling on this unique opportunity.



Kevin Boyle from Central Foundries

Thank you Kevin, we enjoyed your talk very much, as proven by the amount of post presentation questions.

Please keep those Sporties Membership numbers coming in, and if you are not yet a member of Sporties, and attend our meetings regularly, I encourage you to join, if anything just to enjoy discounts at the bar and bistro. Buy 3 drinks as a member, and you have saved enough for a 4th.

I look forward to seeing you on September 8th, and don't forget, the committee of WBA meets the following Monday, all members welcome.

Fair weather, smooth sailing and may the winds favour you.

Rosco

Phone - (m) 0425 330 560 Email - [coastwise\\_nav@yahoo.com](mailto:coastwise_nav@yahoo.com)

**There is nothing quite as permanent as a good temporary repair**



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

**Next Meeting Tuesday September 8<sup>th</sup>  
Discussion on the ANMM Classic &  
Wooden Boat Festival, 2016**

**Raffle winners** from the August meeting, Gayle Smith and Tom Hughes with our guest speaker, Kevin Boyle from Central Foundries.



The Wooden Boat Association of NSW inc.

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

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

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# Update on *Wayfarer*

from Peter Smith

Winter has been kind to *Wayfarer* with much fitting out of the interior and some other goodies. After we purchased *Wayfarer* we spent some months trying to work out the restoration plan and the theme for the interior.

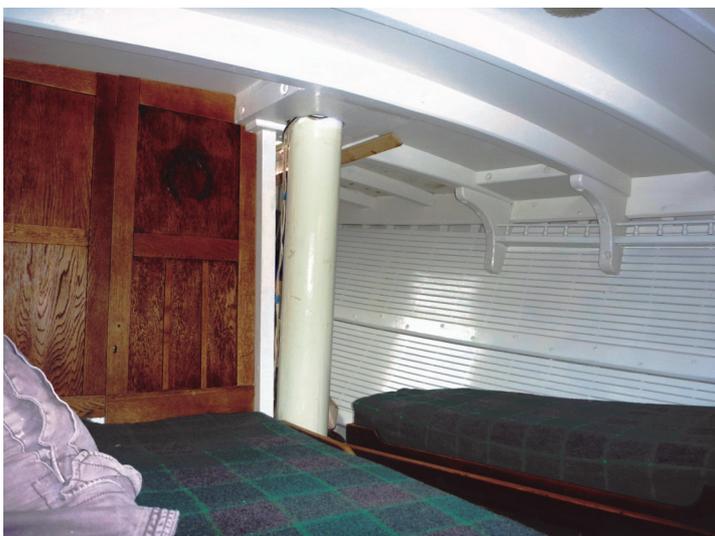
The thinking was easy and then the construction of the decks, cockpit and bulkheads took ages as all the rusting steel fastenings securing the deck beams and knees had to be removed and the timber refastened. Slow work, however they create a platform for the finishing. We were looking to maintain the character of the original construction with some creature comforts. There always has been some oak fittings installed by Peter Luke and these are being reused and some more oak added.



It is interesting that with the original layout, *Wayfarer* was dark inside, to the degree Peter Luke was nicknamed "the bat cave man of Mosman Bay". We found traditional brass and glass hatches in Amsterdam at a similar price to local aluminium and Perspex hatches. On one of our trips we purchased a 11kg square hatch for the foredeck and a tapered shape 9kg hatch for the aft deck. These flew back in our suitcases. We watch the TV show *Border Security* where Customs pick up travellers with all sorts of unusual things in their suitcases. We wonder what our cases must look like at times as they go through the baggage x-ray. The fitted hatches and off white paint have made the interior much lighter.

You may remember a photo in a previous Scuttlebutt of *Wayfarer's* ribs with hundreds of roves protruding into the hull. Falling onto these was painful. Now she has 900 metres of 30mm wide battens lining the living area.

Where possible the wiring is hidden behind the panelling, or under the berths and connected to LED lighting. Where possible the original lights were reused with the bulbs replaced by LEDs. Completing the work covered by that sentence actually took eight days. We have fitted berths for 6, however I think she will normally sleep two. We have tried out the main bed which works well, according to Mrs Smith. The pillows are at the point of maximum beam and we can look across to the far side of the hull, that's ten feet, and also see the thick base of the



mast and the massive knees and mast partners beefing up that part of the hull. There is a feeling of strength and solidarity looking after us as we snooze.



The galley benches are roughed in. The plan to have a place to rest a glass has worked.

While this was happening we have organized new outer jib and mizzen sails plus a highlight of adding sail numbers. As a founding member of the CYCA, Peter Luke took CYC 7 as *Wayfarer's* sail number. Various inquiries advised there were no issues with us using that number and so *Wayfarer* will again sail as CYC 7.



As I write, the Queensland White Beech for the deck is on the road. This will be put on the rack while we have a month in the Netherlands. It's all go, day one is a cruise on the Ijmeer, which are the waters adjacent to Amsterdam, to join Sail Amsterdam. A festival of eight tall ships and hundreds of traditional sail and motor vessels. Following the festival we will have a couple of weeks to cruise the western rivers of the Netherlands before returning to the marina and preparing the barge for winter. Waiting for us in Sydney will be the beech which we hope to have fitted for the Gaffers Day race in mid October.

We have entered the race, trusting the handicapper is kind. It's so long since we sailed her we think we will try a couple of mid week trials to set up the sails learn how she works. This will be the first time CYC 7 has been on the Harbour for many years.

See previous Scuttlebutt articles, September 2014 and October 2012.

# A Long Boring Story (but one that few have heard!)

from Eric Simes  
Enthusiastic amateur boat builder

I'd like to give a warning about holes. Yes holes.

Although they are just an absence of matter, there is potential for harm in holes.

A golfer might relish a hole, especially a hole in one. No harm in that type.

A scientist may love to study a black hole. That type is full of matter but too far off to cause a problem

But I speak of a totally different kind of malevolent hole

Holes are indeed an absence of matter and if you want a hole in a particular place and time and of certain dimension and other physical characteristics you must plan carefully. Why? I hear you ask.

Well the hole might be:

- The wrong size and in my experience too small is often worse than too large. You can fill in a large hole and start again but a hole that requires growth can present enormous problems to enlarge. Try enlarging an existing hole with a Forstner bit without a drill press and a few clamps.
- It could of course be in the wrong place or the wrong angle – both serious afflictions and extremely difficult to remedy.
- It might be too rough inside which becomes a great impediment to anything that has to slip neatly into a hole.
- And of course a hole could be bent, probably the worst aspect of holes – bent holes are the pits.

I recently did battle with a hole – a fairly big hole at that. True it was in the right place and the correct angle, though I tricked the hole on these two counts, but its diameter was suss, (yes a tad too small) mostly due to its rough inside and I think it thought it was going to get away with a bend.

The creation of this hole took place some time ago and as the long boring story will tell, it now successfully penetrates and thus creates an absence in the keel of my boat to accommodate the propeller stern tube.

It is about 4'0" long and a bit over 1 1/2" diameter.

Holes of this calibre need a degree of research, on the internet, in books and by sociable dialogue with other more experienced hole makers. Some will even lend you their treasured hole making tools (only some are drills) and others will assist you in acquiring your own treasured hole makers. Indeed I now possess a magnificent hole maker and its extension piece which I call 'rats tooth', because that is about the quality of the hole it

makes.

## Step 1

Getting your hole in the right place and at the right angle.

Start at the easy end, at the back of the boat where the entrance of the hole must be square to the angle of the hole. You should also know exactly where the hole penetrates the hog and enters the hull. You can then determine the angle of the hole and ensure that the back of the keel/ deadwood is square to this line.

Now in the old days when men were blokes and boatsheds much larger than nowadays it was possible to setup a large boring jig to guide the infant hole through at the correct place and angle. I did not have the space and when I started and the only drill I possessed of any length was 3/8" diameter and 3'0" long. Clearly not long enough. I obviously needed to apply some lateral thinking (really outside the square or hole)

The idea was to make the hole in sections and then join them up. Devilishly clever eh? Misaligned hole parts are nearly as bad as a bent hole, but in a sense it is like stringing beads on a necklace – Fool, I hear the experts laugh!!

I determined from the plans ( which I designed and drew) the exact point of penetration and angle of the hole into the outer face of the hog and the location of the hole in the near vertical part of the keel/ deadwood. This latter piece was not at the time mortised into the hog (that's right it required a short, but rectangular hole at the specific angle for the mortise). Yes another problematic hole. This pilot hole for the propeller shaft tube through rear piece of the keel/ deadwood was done in the drill press. This part of the long hole would be located true and square as required. The trick was later to glue the timber into the mortise hole at the right angle. This was subsequently achieved.

Next I manufactured a shaped block that when drilled, the hole would go through the hog at the correct angle, (approximately 10 degrees).

Well the long drill just got started through the vertical keel piece, then I hit the hog and ran out of drill. I then had to make an intermediate block and remove previously drilled keel piece so that I could get the drill all the way through the hog. Then re-assemble the keel and fix it permanently so that the two parts of the hole line up. To fill in the rest of the hole - (how to you fill in a hole and have a hole?), I routed half round grooves in two pieces of wood and glued then together and fixed the lot in place carefully. This is the beads on a string bit.

In hindsight it would have been easier to take the windows out of the workshop and do it the old way and of course get a longer drill.

You must pay a high price for inexperience in this world!

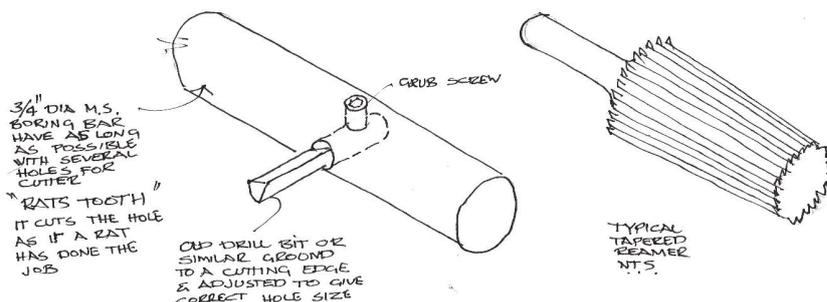
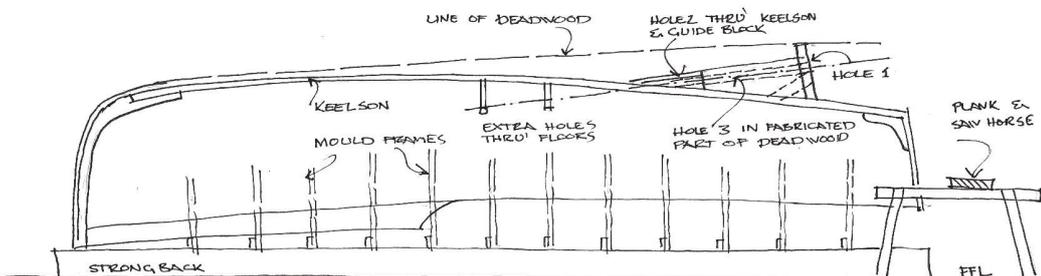
Of course it's not as simple as a story of just one lone straight hole. There are 2 more related holes in the floors of the hull at 14" intervals in from of the big hole. These were located by measuring and left until I acquired a longer drill.

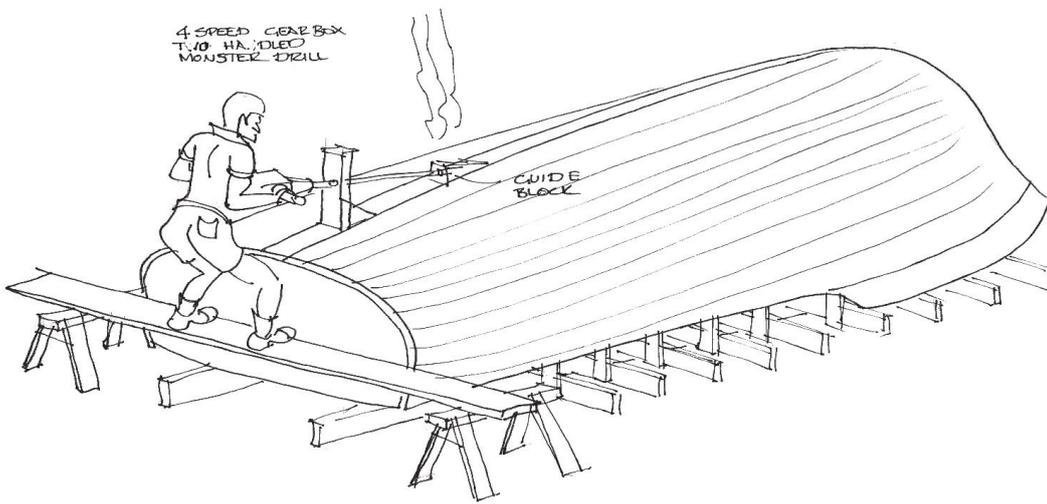
## Step 2

After some discussion with an experienced hole maker and his local engineering firm, I managed to borrow a 3/4" diameter of drill about 2'10" long and had an extension piece 4'0" long made up together with the

ultimate hole borer (not a drill). Yes the rats tooth. This device consists of a straight 3/4" bar with a 1/4" diameter hole drilled across with a cutter made from an old drill or something equally tough which is ground to resemble a giant rats tooth. It is fixed in with a grub screw. Also I borrowed this drilling machine – two handles, 4 on the floor, (yes it had a 4 speed gear box), 3/4" chuck and grunt like you wouldn't believe – also weighed a ton. You could sink an oil well with this thing. Well with the mega drill, extension and 3/4" long drill I decided to enlarge the 3/8" diameter hole. Now as we all know with this much horse power we could drill off at any angle. So I at least drew the vertical alignment of the original hole on the outside of the skeg and sited the horizontal alignment.

I started to drill. The actual drill is about 6" long, the rest a straight bar, hence the hole had to be cleared frequently. All went well until I was about 1/4 way in and as I pulled back, the chuck and drill parted company. So much for a no. 2 Morse taper on the chuck. This was obviously going to be a problem, so I gave the chuck a good tap with a rubber mallet





which seemed to have settled the argument in my favour.

This drilling, pulling back to clear out and the less and less frequent persuasion with the rubber mallet and finally by adding the extension we broke through the main hole and hit the next frame on a centreline - hooray.

We have a straight hole - Or do we?

Retract the drill and extension, apply the compressor and blow out the hole. Back light and look down. All hole edges should be concentric. NO WAY. We have a slightly bent hole. Oh bugger.

The theory has it that at the next stage, yes, the hole has to be doubled in diameter yet again, will solve the problem. This idea this time is that we pull the boring bar (rats tooth) through the enlarged pilot hole and as this is all in tension all small irregularities should be worked out - You wish!

First the 2 grub screws on the extension have to be seated into the boring bar otherwise they could slide off leaving the bar and its Rats tooth entombed within the keel. Then of course a couple or more hits on the no. 2 Morse taper or go base over apex through the glass wall of the workshop. Sounds easy? Should we do a trial run? YES.

So run the 3/4" bit sans extension through a piece of end grain pine and pull the boring bar through it to get the right hole size - easy. Then you discover that the boring bar let alone the bloody rats tooth won't even go in the flaming hole. Saints preserve me!

The Vernier suggests a mere 5 thou difference and we are in wood so call it 10 or 15 thou. just to be on the safe side. Trip into town to master hole borer's shop and scrounge a reamer. What a fantastic invention is a reamer. It smooths and enlarges the recalcitrant hole. It should be said here that till now we have been pushing a drill from outside to inside. With the boring phase we will be pulling the boring bar the other way, inside to outside.

### Step 3

Now we have cleaned out our long hole - the boring bar fits, the rats tooth adjusted to correct diameter but it won't cut. It did in the pine sample. Agreed its all end grain cutting. Inspection reveals that old rats tooth has rotated putting his round back side to the coal face as it were instead of his sharp tooth. Such is rats. To explain this tooth it cuts like a one sided speed bit but is rounded on the back to fit the boring bar.

So rotate the tooth, tighten screw and away we go!!

I am standing on planks on saw horses my knee resting on the bottom of the upturned boat supporting the 4 on the floor drill pulling backwards with all my might. Yes no.2 morse taper lets go again and I just manage to not go base over apex through the window behind me. We fix that with the rubber mallet and try again. This time old rats tooth does wild, vibrates, sends out smoke (Distress signals). We back off, push everything back into the hull, check underneath (no easy feat) and discover no rats tooth!! Of course under a 1/2 finished boat there is about half a chooks pen of shavings and we are looking for a shaped rats bloody tooth 1/4" diameter and 1 1/2" long. Get a big magnet. OK this time we grind a flat on "ole ratty" to locate it and stop the rotation. From here on all the apparent problems are solved, we just have to lean back on the 4 on the floor drill, back off occasionally to clear hole etc.

In truth you will need a deaf assistant with an oxygen mask who is prepared to sit or squat under the hull with a vacuum cleaner and something to prod the swarf that is being created by rats tooth. This hole is 4'0" long you can cut 4" - 6" if clever before a resharpen. This means backing out of the hole, taking out the rat, sharpening the rat re setting rat and getting back to where you were and in the later phase putting on and taking off the extension bar because you can't fit between the hull

and the bloody window. Oh for a big shed!

Hours later. Hallelujah we are through, were through about 8 hours 2 people later. We do a bit of a clean up and try the stern tube to see if it fits. As they say not a snow-balls chance etc.

### Step 4

Post mortem. The nominal diameter OK but the finish is very rough. Some places "Ratty's" made a spiral cut. The hole has been cut through several pieces of mostly endgrain, some cross and some about 10 degrees of end grain, all in hardwood.

Anyone on a Sunday with a 1 1/2" reamer. NO.

With a bit of patience some drilled out aluminium tube and 1 1/2" Forstner bit we make a v e r y

flexible reamer and clean out the hole.

The stern tube slowly succumbs to its fate. But only till 1/2 way, then refusal.

A flash of memory of the old pre retirement days of board rooms and suits and polished shoes, neat beards, ties, white shirts and "laser pointers". What better way to determine if the hole is straight than with a laser pointer.

With a quick turning job we made a timber tube for the laser pen to fit into. "Ratty's" hole to discover the worst - A BENT HOLE AGGRH!! Not very bent, but bent is not straight.

Cup of tea time and thinks.

Extend "Ratty" and over bore the bent bit - we are talking a very small amount, in new speak about 1mm or 2mm. Due to the rough bore the problem still exists.

To make "Rats" spin true I turned an ironbark cylinder to be a neat fit over the boring bar and in the hole. This allowed "Rats" to clean out the hole a little more and with the old 1 1/2" Forstner bit doing a final clean out we slipped the stern tube in - Another 1/2 day later.

It was a trial, my back and shoulders ached for two days and yes I did not start the right way (need bigger shed) but through perseverance we can all succeed. Be patient, think it through and then if you can get some one who knows what they are doing, let them do it.

So now I know two things

1. How to bore a large straight hole for a propeller shaft tube.
2. Why outboard motors are so very popular.

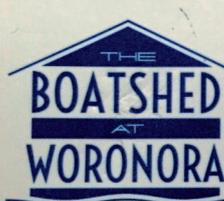
Saints preserve us from amateurs.

So when you next see a boat on the slipway and you marvel at her sensual lines given by the skill of the designer and workmanship of the master boat builder just give a tiny thought if you will to the poor unfortunate who managed to make that lone straight boring hole for the propeller shaft.

A Forstner Bit



*Eric Simes is a WBA member residing at Coila, on the NSW South Coast. A 23 foot yacht Saga, built by Eric was on display at the Sydney Timber and Working with Wood Show - see July Scuttlebutt.*



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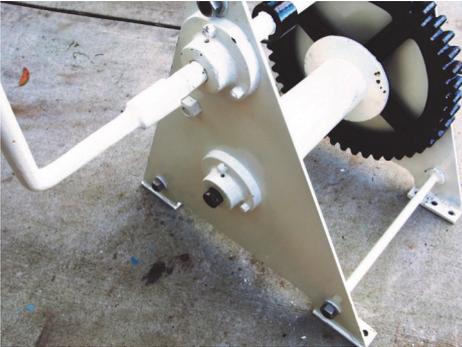
Proprietors and hosts  
Jonathan and Jane Bell



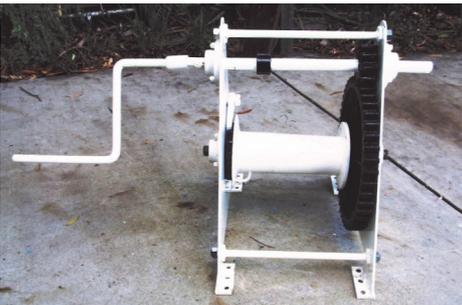
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NOTE: Items for free, No Charge. Contact the Editor, see page 2 for details.

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### TIMBER for SALE

The wood was to be used for a Tahoe 19' runabout. <http://www.boatdesigns.com/Tahoe-19/products/764/>

Assorted pieces of clear grain Hoop Pine AS2272 Marine - dressed all round

2 lengths 6000x32x25 each  
6 lengths 6000x25x10 each  
5 lengths 6000x28x16 each  
18 lengths 6000x20x16 each  
2 lengths 6000x70x20 each  
2 lengths 6000x50x22 each  
2 lengths 1 @ 6000x125x50 and 1 @ 5400x125x50  
I also have 3 full sheets of Meranti Marine ply @ 2440x1220  
2 sheets @18mm (these 2 sheets have pencil lines on one side with thumb tack indentations used for creating faired lines)



1 sheet @ 9mm  
(There are also six bulkhead frames that I have already cut out - and the remaining off-cuts).  
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Peter Smith, Ph 0415 476 828 after Sept 14



### Onrush For Sale

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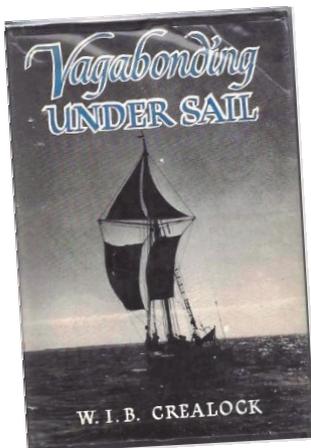
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## Has anyone seen my book ?



Some time ago I lent out my two books by W.I.B. Crealock which were not returned. However, at the last meeting, the second one *Towards Tahiti* showed up in the club book case. The missing one, *Vagabonding under sail* is the book that got me enthused about boats when I got it out of a Birmingham library on New Year's Eve 1954. I made a pilgrimage to see Bill Crealock in California a few years ago and he kindly signed my copy, just before he died at 89. It is still the best cruising book I have ever read and as you can imagine has great sentimental value. If anyone knows its whereabouts, could you arrange for it to be discreetly added to the club book-case or returned to me.

Thanks  
Alan Williams

## SHOALHAVEN RIVER FESTIVAL - VINTAGE BOATS

The Shoalhaven River Festival is scheduled to run over the weekend of Saturday the 24<sup>th</sup> & Sunday the 25<sup>th</sup> of October 2015. The festival will start with a parade on Saturday starting at midday, passing through the Central Business District and finishing at the river bank where all the food and market stalls will be positioned along with the entertainment stages.

The marine side of the festival will commence on Saturday afternoon and continue until PM on Sunday. There will be a marina established on the Nowra side of the Shoalhaven River with launching facilities at Greys Beach on the opposite side of the river. Security will be in place on the marina from PM Friday 23 July 2015 until PM Sunday 25 July 2015.

There will be two parades of Vintage Boats on Saturday afternoon with an additional parade at night prior to the fireworks display. Vintage Boat owners are encouraged to switch on their navigation lights and all the additional lights that can be fitted on the boat and add to the spectacular of the night parade prior to the fireworks display.

Sunday will be a leisurely cruise for the Vintage Boats down the Shoalhaven River from the marina to the boat ramp at Greenwell Point; the journey is expected to take two hours each way. If you don't want to participate in the cruise on Sunday or for that matter the Vintage Boat parades on Saturday just come along moor your boat in the marina and put your boat on display so the public can admire a Vintage Boat and you can soak up the atmosphere of a spectacular festival.

There is no registration fee for Vintage Boats but we need to know who is attending so we can plan to have adequate marina space. The registration forms are available on the Shoalhaven River Festival web at: <http://www.shoalhavenriverfestival.com.au/get-involved/marina-expo-registration/>. If you don't have internet, contact Greg Clark on (0488) 600 160 and he will arrange to send you a copy of the registration form.

## — ON THE HORIZON —

### THIS YEAR 2015

September 8<sup>th</sup> Monthly Meeting  
September 14<sup>th</sup> Committee Meeting  
September 30<sup>th</sup> Nominations close for the Hal Harpur Award  
October 13<sup>th</sup> Monthly Meeting  
October 18<sup>th</sup> SASC CLASSIC & GAFFERS' DAY  
October 19<sup>th</sup> Committee Meeting  
October 24<sup>th</sup> & 25<sup>th</sup> SHOALHAVEN RIVER FESTIVAL – VINTAGE BOATS  
October 31<sup>st</sup> - November 1<sup>st</sup> Timber Boat Festival - RMYC Pittwater  
November 10<sup>th</sup> Monthly Meeting - AGM  
November 13<sup>th</sup> - 15<sup>th</sup> BoatsAfloat Inc, Narooma  
December 8<sup>th</sup> WBA Meeting and of year dinner and Hal Harpur Award Presentation

### NEXT YEAR 2016

January 11<sup>th</sup> WBA Meeting, Gladesville Bowling & Sports Club  
March 26<sup>th</sup> - 27<sup>th</sup> Lakemac Heritage Festival Inc, Toronto  
April 15<sup>th</sup> - 17<sup>th</sup> Classic & Wooden Boat Festival, ANMM Darling Harbour