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Next Meeting

December the 9th

Christmas Meeting
Hap Harpur Award

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They danced on into the Night

Rob Hardy Matang

Around the turn of the century, a number of pleasure grounds had been established on the shores of the Harbour where city dwellers could enjoy their weekend away

from the hustle and bustle. These pleasure grounds provided picnic facilities, landscaped gardens, shelter sheds and entertainment in the form of music and performances. The New Balmain Ferry Company established these attractions in Middle Harbour at Killarney and at Bantry Bay and ran a ferry service where patrons could picnic and enjoy band music while dancing in the peaceful bushland surrounds.



On Saturday November 9th, this atmosphere was recreated when WBA members joined with members of the Sydney Heritage Fleet to enjoy afternoon tea, dinner and a dinner dance on the shores of Bantry Bay. Some 40 members arrived by means of their own boat or arrived by



“ferries” *MV Skylark* and *MV Starlight* from Pearl Bay and from Roseville. The grassed area to the south of the wharf had been magically mown and cleaned up, tables and chairs set up and the revellers arrived in their finest 1920's attire.

Even the tide was high. With scones, cakes and cups of tea in hand (some with other beverages!), the gathering was delighted when the Sydney Heritage Fleet, 1903 Edwardian

Gentlemen's 73' Schooner, *Boomerang* arrived to complete the fine scene. Such culture!

Peter and Gail brought a large timber table onboard *Charita*, and soon it was covered with a great spread of good cheer. Not much imagination was required

to picture the bay back around the turn of the century when these gatherings were a regular occurrence, except then, the dancing was in the dance hall and not on the wharf. The music played and dancing continued on into the

night. Wooden boats were in the majority in the bay and the sight of *Boomerang* at anchor against the backdrop of the bushland was magical. The weather was kind and not to forecast, with a light breeze and high cloud cover. During the afternoon all visitors were invited to inspect *Boomerang* and marvel at her gracefulness.

After dinner, the day trippers returned to their ferries, for home. Those lucky enough to be staying the night were once again invited aboard *Boomerang* and we returned to enjoy a port in the main saloon. *Boomerang* and the crew stayed the night (which we understand was a first for them) and we all re assembled ashore in the morning for the traditional recovery breakfast.

We are indeed thankful to the Sydney Heritage Fleet for coming along and being part of the weekend, and in particular for them bringing *Boomerang* along. It was a marvelous weekend and so fitting that the members of two associations could come together with a common cause and enjoy each others company. We hope we can arrange a similar outing some time in the future.



More photos pages 6 & 7

President's Message

Another Annual General Meeting is over and now I'm into my second year as President of the WBA. Thank you to all members and particularly the committee for the support over the past year and your willingness to have me in the role for yet another term. Serving the WBA as President has proved to be an enjoyable and rewarding privilege. I expect we can continue to move forward as an enthusiastic association to promote the community of wooden boat devotees whose purpose is to enjoy, share and promote an appreciation of wooden boats of all types and sizes.

After many years on the committee, Dick Branson decided it was time to take a step back and devote more time to his trawler and other pursuits. Dick has 'served his time' with a stint as Vice President and as a valued Hal Harpur Award judge for some years. He has kindly offered to continue to badger members to buy raffle tickets at our monthly meetings. John Dikeman did not seek another year on the Committee due to too many other commitments. At the time of the AGM, John was somewhere between Sydney and Brisbane doing another yacht delivery. Our gratitude is extended to both for your service to the Association.

We extend a warm welcome to our two new committee members, Phillip Turvey and Ross McLean. Both are keen boaters with Ross having a craft fabricated from dead trees and Phillip with a 'category 2' vessel partly contrived from long dead animals.

Despite the forecasted windy weather that did not eventuate, our Bantry Bay Tea Dance weekend was probably one of the more successful events in my time with the WBA. While we lacked the dance hall or pavilion originally established in the hey days of the 1880's, the turnout was good with many of our members managing to pull some of their accumulated yesteryear fashions out of the wardrobe providing a real atmosphere for the function. While there were many who contributed to the organisation of the event, a special mention is in order for the effort by Gayle and Peter Smith who also ensured that the grass was cut and the wharf was safe for dancing. The attendance of the historic gentleman's schooner "Boomerang" from the Sydney Heritage Fleet with its gleaming brass and attractive brightwork added to the weekend nostalgia.

Have a safe and happy Christmas

Notes from the last Meeting

Last meeting was our AGM and congratulations to the new members on the committee.

Guest Speaker was Jordan Smith of



Blackapple Toolworks. He gave a very informative talk on old hand planes.



A couple of very interested onlookers, Mmmm I wonder what he wants for that?

STOP PRESS Vale Paul Smith

It is with great sadness that we inform you of the passing of **PAUL SMITH**.

The President and the committee and all the members pass on our condolences to the family.

There will a full story in next months Scuttlebutt.

Did you know that Jordan also makes handles for old planes. So if you have a favourite old plane but it is unusable because the handles are missing, give him a call and he will turn you up a set.

Whilst Jordan was giving his talk I noticed that all the men gathered around but the ladies congregated and had a chat. In fairness to the ladies keep an eye out for a new contributor to Scuttlebutt, it will be cooking on board and will highlight good food done in one pot. Negotiations are underway to secure the services of a special contributor, stay tuned.

More South winds for Westwind *Chris Dicker*

We had left Rosslyn Bay near Yeppoon in the vast area called Keppell Bay for the short sail across to Great Keppell Island. By this stage in our voyage south we were not surprised to find the wind right on the nose but it was light and the day just sparkled, besides, we needed practice in tacking. Well, not so much tacking but tacking without shouting or, even worse, staying silent. Westwind has a small cockpit so even two people can crowd it at times, she also has running backstays and is cutter rigged so there is plenty to do for two pairs of hands let alone steering. During the maneuver we also have to furl the genoa so it will clear the inner forestay then let out again once we are through the wind. We normally do all this without looking where we are going until it is all over, happy enough that we are not more than 90 degrees from our pre-tacking course, that we have not stalled the ship and that our marriage is still intact. On top of all this Westwind suffers a little lee helm when hard on the wind which is no help at all when climbing up to weather. She was originally a ketch and would have been again but that we ran out of time and still have no time except for sailing. We think Keppell Bay is a great destination, in some ways equally and surpassing the Whitsundays. There is no

longer a resort on Great Keppell Island. From Great Keppell we were sucked along on a 12 knot easterly to Cape Capricorn. We were certainly not blown there. Thank goodness for the science of sail aerodynamics. Cape Cap anchorage is very open and prone to any and all swell; I think the land even has a swell to it. We were happy enough to leave there at 4 the next morning. We beat out to sea as, oddly enough, the wind seemed to be heading us, in fact the wind headed us for the next three hours no matter where we pointed our bows, so much so that in three hours we had made good ½ a mile. Eventually the wind did swing to East with even a little North in it but to make Bustard Head, 45 miles distant, the sheets were hard in and we owed no-one anything when we groped into Pancake Creek late that evening. Here we sat out a South-Easter for the next 5 days but enjoyed the place immensely. The sail from Pancake to Bundaberg made up for all the windward work and again from Bundy to the Great Sandy Strait the sailing was superb. There is something about an Nor easter, which changes the sea entirely, especially when it is astern. From our one and only anchorage in the Great Sandy Strait, which was at Yankee Jack Creek, we continued

south at 11 am on the first flood. Though this would be against us it is not the place to be on a dropping tide. By afternoon the wind was fresh and dead astern and in company with two other boats we winged it down that corridor in fine style, negotiating the notorious shallow part at Sheridan Flats doing 6 ½ knots against the current, 6 inches of water under our keel. At Wide Bay Bar there are no beacons, just two sets of leads and three coordinates. Towards the second one, which is called the Mad Mile, the wind headed us and we had to start the engine. No place for purists here. We bashed slowly into a short chop, our propeller often half out of the water. When the last set of leads was behind us and the last coordinate was passed we eased off to the South and the wind died. We ghosted along with barely steerage but we were happy to be on the right side of that notorious bar. Gilli was busy making pumpkin soup in the pressure cooker. We had our usual sundowner and toasted Sol as he sneaked off to the West. Luna was already well up lying with her bum in the air and veiled with wispy mares tails all boding a solid change in the weather. The breeze increased steadily and it wasn't long before we were poled out and making

sea room for the night. We made so much sea room in the first two watches that before we finally giped onto the starboard tack we were 14 miles from the shore and shops.

Gilli is nervous of me working up on the foredeck especially doing the caber dance with the spinnaker pole. Little does she realize that I am only pretending to make it look difficult.

Luna disappeared over the rim at 1 am and the wind swung a little more from the West, increasing to 15 plus knots, we were sailing very fast at times touching 7 ½ knots with plenty of hissing and rumbling going on. I reefed the main and wound in a bit of the genoa, the wind was just aft of the beam and Westwind was really galloping but quite comfortable.

We were worried that the entrance to Mooloolaba might be a little rough but the piccaninny dawn revealed a manageable chop and we were through the breakwaters in no time and tied up in the marina. We were happy to be so as by midday the wind had increased to 25-30 knots from the N.W. ahead of a 30-knot S'wester and rain. This finally swung S.E. and remained in that quarter up to 30 knots for most of the week.

One thing is certain, time restraints are no good when one is sailing. We would not want to miss the W.B.A Christmas party.
Cheers Chris

Membership renewal now overdue

Dear reader, yes you, forgotten to pay you \$35.00 renewal fees?, don't be embarrassed quickly go to the web site download the application fill it out and post it NOW other wise as Peter Cundal says "that's your lot" because this will be the last hard copy edition you will receive.

December Meeting

This is our final meeting for 2008, come along and join us after the meeting to celebrate a very busy year. The committee will be putting a "lavish" spread of "cheesy nibbly bits". If you feel like it and as the old expression quotes "Ladies a plate" or Gentleman you too can bring along some nibbles or horses doovers. Have a safe Christmas and happy building and boating—Jeff

From the Archives *Mark Pearce*

There's myriad ways that people get themselves on the water, & not all of them are safe, but this fellow shows that he knows a thing or two about the benefits of a gaff mainsail over a Bermudan one: our young friend knows that with a lower centre of effort his boat is less likely to capsize than with a taller Bermudan rig; he also knows that in an emergency he can quickly adjust or dramatically reduce the working area of the mainsail by easing the peak halyard; the stresses placed on his hull from the rig will be less; the timber required for spars is shorter; he will be more able to run by the lee; & also that his boat will be faster reaching & running than if he had a Bermudan rig. All he needs now is a bowsprit.



Photo supplied courtesy of the State Library of NSW photo archives, which can be viewed & ordered online at <http://www.sl.nsw.gov.au/picman/subj.cfm>.

Boomerang— Edwardian Gentleman's Schooner *Rob Hardy*

Boomerang is operated by the Sydney Heritage Fleet. Originally named *Bona*, she was built in 1903 for Mr C Wallace, by Holmes of Lavender Bay, Sydney. She was designed by the noted naval architect Walter Reeks, who also designed ferries for the Balmain Ferry Company.

In 1915, she was sold to Mr H B Howard- Smith, from whom Mr Charles Lloyd- Jones purchased her in 1927. In 1929, Mr Frank Albert acquired her and was the owner until the Albert family presented her to the Sydney Heritage Fleet in October 1987.

Boomerang is built of hardwood frames, with kauri decks and deck beams and is copper fastened throughout. In 1927 she was described as Australia's largest



Boomerang is 73 ft overall (22.3m) with a beam of 17ft (5.2m) and has a displacement of 42 tons.

The Lady Hopetoun and Port Jackson Marine Steam Museum, the forerunner of the Sydney Heritage Fleet, was founded in 1965 by a group of public spirited individuals to preserve Sydney's 1902 VIP steam launch Lady Hopetoun. The organisation later became known as the Sydney Maritime Museum Limited and in 1998 adopted the trading name Sydney Heritage Fleet. The Fleet now comprises 10 historical vessels which is amongst the largest such collection in Australia.

yacht. However, she has not carried sail since the early 1930's and is now driven under engine power only.

The yacht has comfortable accommodation, with the saloon and owners quarters being particularly attractive. In her for many years **Boomerang** has carried some illustrious guests and vice-regal parties.

Under her various owners, **Boomerang** has cruised considerably in Australian waters and has been a familiar sight on Sydney Harbour for 100 years.

The Fleet takes the opportunity of sailing **Boomerang** in public events held on Sydney Harbour in order to continue to display the vessel to enthusiastic spectators.



Pittwater News and Views *Bob & Barbara Tullet*

I can't remember how many Wooden Boat Festivals the R.M.Y.C Newport has held, maybe six or seven. The first one was a very small affair, Giff Turner, Gino Coia and I attended, plus about a dozen boats belonging to the R.M.Y.C, and the club marina consisted of wooden piles.

The festival boats were moored stern to against a couple of wooden barges, but none the less it was a very happy weekend. Over the years it has grown considerably, the wooden piles have been replaced with floating pontoons, but the one thing that hasn't changed is the hospitality and generosity of the clubs members and staff who make

these festival weekends thoroughly enjoyable.

This years event was no exception, it was great, the weather however was far from ideal cold southerlies with the threat of rain, this doubtless kept the public away on Saturday, but on Sunday they turned up with a vengeance and there was plenty for them to see. Sixty Seven boats were registered but Seventy turned up (nobody knows how but it didn't seem to matter), our association was well represented with Sixteen boats ranging from Ross McLean's Cat boat "Buccaneer" to Gayle and Peter Smiths "Wayfarer" Dick Branson's "Starlight" and Ken Travers

"Antares". A couple of steam boats gave free rides around the marina which was very popular and a gaggle of Halverson's looked resplendent with sparkling bright work, a grand sight.

A dinner was held on Saturday night where we were entertained by a Magician and an impromptu performance by a female member of the R.M.Y.C, it was all good fun. "Fare The Well" was judged to be the best exhibit by the visiting public, Clive Gregory the owner went home with his pockets full of money. A wonderful weekend I hope we will all be invited to attend next year.

See page 9 for photos

Upcoming Social Events *Bob and Barbara Tullett*

The Tea Dance at Bantry Bay is over and done with and will be reported elsewhere in this edition. I would however like to thank the people who dreamt up the idea and put it all together plus the ferrymen for making it a very enjoyable day.

Australia Day Regatta at Pittwater. If you completed a Regatta form when renewing your membership, then sailing instructions will arrive by post during the week of the event. If however you didn't and would like to participate give me a call.

The Regatta will be held on Monday 26th January 2009.

Cockle Bay Raft Up. Start thinking about this event **7th 8th March 2009.**

Timber boats of all shapes and sizes whether members of our association or not are welcome, the cost is expected to be the same as 2006 event \$2 per foot for the weekend plus drinks and nibbles at the South Steyne thrown in, now that's value.

If you have any ideas on activities that association members would enjoy we would be pleased to work with you to get it up and running, talk to us.

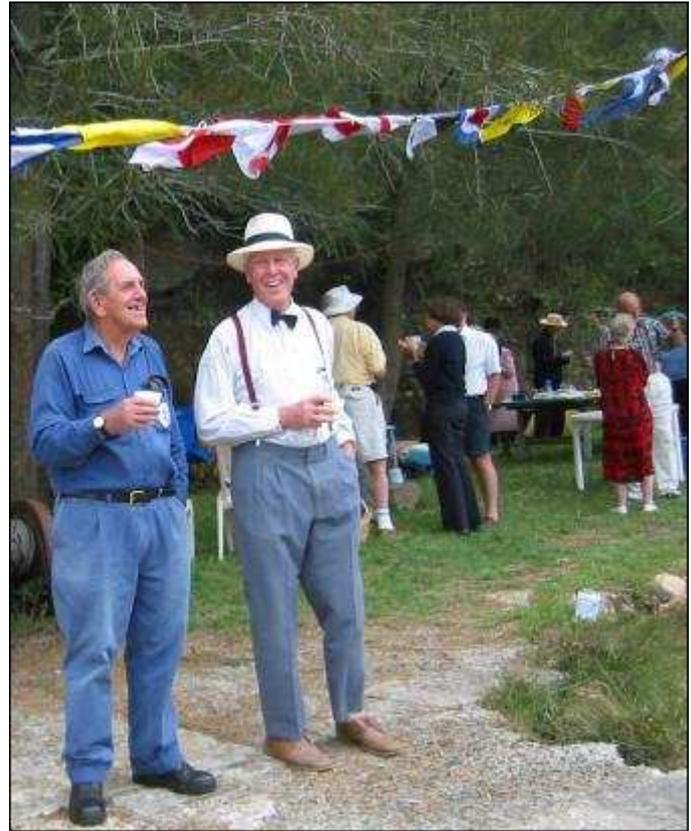
From the Editor *Jeff Clout*

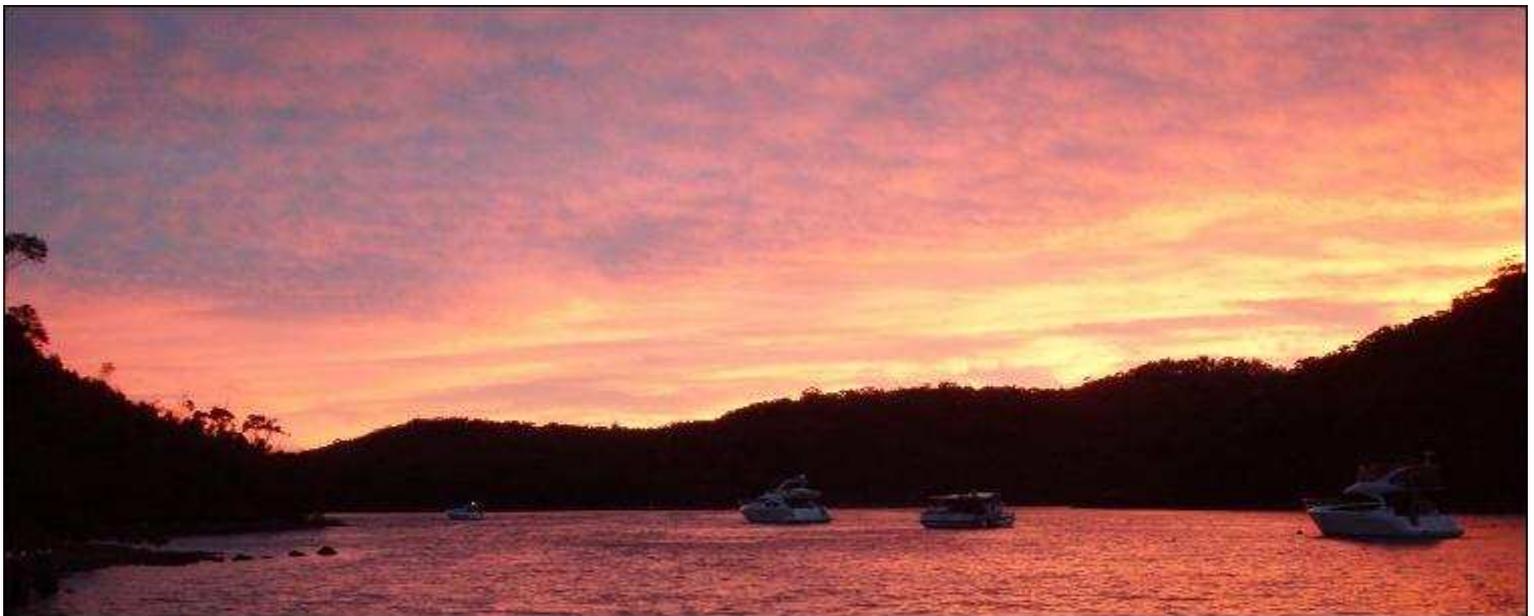
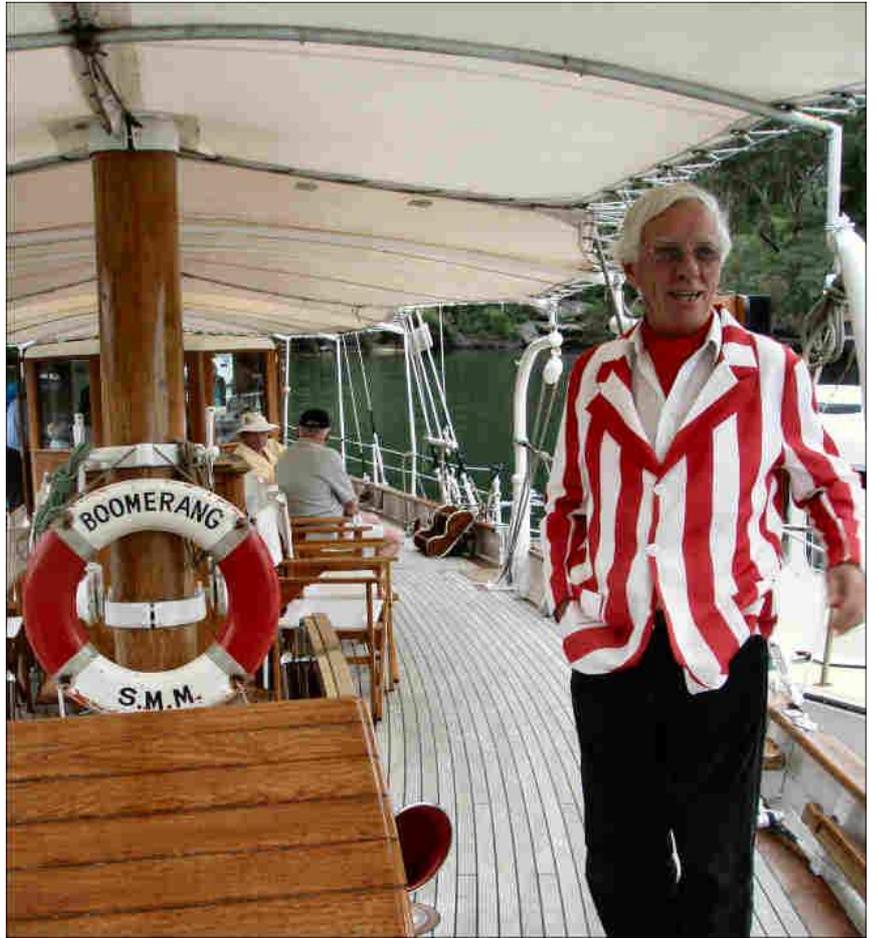
Well that's another edition and it's a bumper edition as well, 12 pages and I still had more I could have put in. It has amazed me where Scuttlebutt gets to. As you know I am in the planning stage of deciding what type of boat I want to build so I put out a call for advice and one of the emails I received was from Barry Walker from Mildura who's boat is featured on page 8. He tells me that he borrowed Scuttlebutt to read but now he would like to join the Association so an application is on its way Barry and thanks for your help and advice, much appreciated. By the way I have asked Barry to write a story of some of his trips along the Murray, stay tuned.

In the middle of putting this edition together I was informed about the passing of Paul Smith after a long illness, One thing I appreciate about being a member of this Association is it brings together people from all walks of life re the enjoyment of wooden boats and to have known Paul has been an honour.

Bantry Bay Tea Dance

On the web site <http://wbansw.org.au> you can download the full colour version of this edition of Scuttlebutt, Jeff





SOME OF THE WANDERINGS OF THE AMBASSADORS AT LARGE FOR 2008

We arrived home on 25h September after three and a half months driving to Darwin, and then following the coast of Western Australia where ever a 2 wheel drive motor home could go, almost 23,000klm. Crossing the Nullabor we thought of Paul and the story of his crossing with a wooden boat on a wooden trailer behind a wooden car. Being lovers of WOODEN boats were surprised at the lack of same in WA. Visiting the Fremantle Yacht Club in our WBA of NSW jackets was an invitation to enter and walk around the marina.

In the west we did a couple of boat trips but were itching to launch one of our own so hitched "Little Prince" on and drove to Taree seven days later for the Steam Boat weekend. In all 16 boats were in attendance and as "Thumper" turned 100 it was a good excuse for a few drinks and a cake. Home for eight days and then "Sumwood" was connected up and we hit the road once again for the Tweed River Classic Boat Regatta. Arriving at the caravan park at Chinderah on Friday we launched the, boats and then attended the meet and greet on the "Golden Swan" and had an evening cruise on the Tweed. Saturday the boats were all ready to leave at 8.45am for Murwillumbah via Tumbulgum, the Rous River, Murders Creek (Mayal Creek on the Waterways map) which is thru a very narrow fast flowing channel area of cane fields and the exciting bit is the low bridge with semi trailers rattling across only 5 feet above at low water. We motored for 3 hours. After a picnic lunch on the foreshore at the Murwillumbah Rowing Club where the boats were on display it was time to head back down river for a catered dinner in the caravan park. Sunday morning was a little more relaxed and the fleet headed towards Tweed Heads and went up Terranora, Creek to Cobaki Broadwater for lunch. The WBA of NSW was well represented at this get together and were in the company of small sail boats beautiful speed boats diesel powered -cruisers

and one steam boat that was not launched as owner Peter was on crutches after an accident. Our thanks go to the team who organize this weekend and we look forward to next year. Travelling south in the company of "Melkirdan" and "Bella", "Sumwood's" trailer blew a tyre which tore off the mudguard and this punched a hole into the hull. After changing to the spare we limped into Port Macquarie for the night and the next morning spent 4 plus hours trying to find new 12inch tyres to fit or new hubs and wheels. After much help and advice as no one had 2 matching anything, we were sent to Tyre Power in the industrial area and fitted with 2 new 12 *inch tyres. As always when you tow a small heritage boat it attracts a lot of attention when you stop and the guys who changed the tyres were no different. We were pleasantly surprised at the cost of the tyres and the service was spot on.

We arrived home in time to do the washing and re pack to head to Davistown for the putt putt regatta four days later. Hooked "Li'l Reg on and drove down on Saturday for the afternoon run to Kincumber and then back- to Davistown for a get together and meal an the foreshore. The food and company were great. On Sunday we launched and the Judging of the boats took place before the Challenge which was won by Boyd Myers in "MV Allwood" who also won the best dressed crew I Believe there were some 87 boats entered and we all started the run together and went towards Gosford and then thru the Woy Woy channel, returning to Davistown foreshore where the boats are on show for the public. Soon after returning the presentations took place and George and Chris with "Melkirdan" took out the Most Original Putt Putt, Malcolm McKay won the Crew Travelling the Greatest Distance - 4441klm and Mat Balkwell

won the Skipper's Raffle. It was a well organized weekend and we take our hats off to the team who worked so hard to make the weekend such a success.

Two days after Davistown we hitched on the box trailer and took a short drive to York Peninsular in South Australia

(1800 km each way) to pick up a boat motor that we had seen on our drive around Australia. As it would not fit under the bed in the motor home we HAD to go back. It is the sweetest sounding Volvo Penta 2 cylinder 4 stroke petrol motor with a gear box for Wal's next project which is a 14foot clinker putt putt that was built by Bill Fisher of Putney we think in the 50s. This motor will rival the Stuart Turner that is in "Sumwood". Arriving home from SA Wal has fixed "Sumwood's" hull and we are leaving for the run at Narooma, on the weekend of 14'h to 16't November with "Little Prince" in tow and then home to weld "Sumwood's" trailer to drive to Orbost in Victoria on the 28'; 29h and 30" November for the commissioning of the paddle steamer "Curlip".

It has been a big year and we have travelled to many wonderful places some with a boat in row and others just for the drive. (43,000klm in 12 months). Happy boating.

Wal & Chris



Wal McCadames hard at work when not on the road.

The Wooden Boat festival—RMYC Pittwater held on 1st & 2nd November 2008



A Murray River Cruiser *by Barry Walker from Mildura*

My first view of this hull was about 3 years ago when it was offered to me for \$500 but I felt that there was too much work involved so I declined the offer. The actual hull was built and sheathed in what I believe is dynl very similar to f/glass but lighter.

Approx 6 months later I was offered it again for \$350.,and like a sucker I weakened and bought it. The transom was only one sheet of



12mm ply so first job was to build and strengthen the transom.

Deck was fitted and then construction of cabins, flooring and lining of interior of hull. Windows were purchased from Boat Windows in Adelaide to my design. [templates were supplied by myself. Plywood and epoxy resins etc plus heaps of advice were supplied by Ted Dexter of Duck Flats Wooden Boats of Adelaide, When flooring was finished, I fitted marine carpet. Seating was 5inch foam covered by a green upholstery. Rear seat incorporates space for two 20 lt outboard tanks and the deep cell battery used for lighting, power and



refrigeration and is charged by two 8 amp solar panels mounted on the roof of the rear cabin area.. Boat battery is fitted under the seat in the front cabin.

A a/m,f/m/radio plus c/d. player is fitted also uhf radio..When fully laden I get 6 km. per litre with the 9.9 hp 4 stroke Yamaha outboard. It is lovely not having 2 stroke oil fumes like with the original 30hp Evinrude which gave a miserly 2 km per litre.

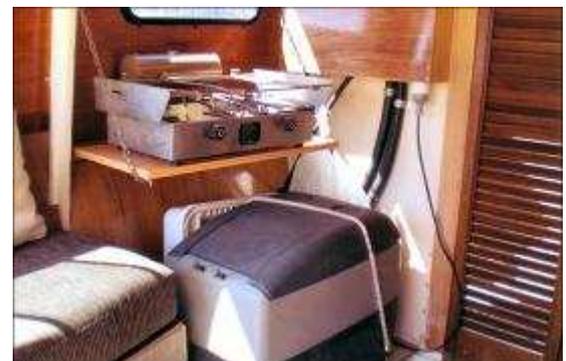
I am led to believe that the hull was built in the late 1950s or early 60s. and sat in a shed for the next 40 or 50 years.

Actual construction has taken the best part two and a half years including construction of trailer.

I participated in the Goolwa wooden boat festival this year and also in the Junction Rally at Wentworth this year. Current plans are to do a trip upstream from Wentworth as far up as possible and then trip from Mildura to Renmark. Water permitting I am going to Goolwa via the Murray River for next years Wooden Boat festival. I am a young 70 year old and obviously retired The whole



project has taken over two years to finish but I can recommend it to any average handyman My background was in the electrical industry and a jack of all and master of nothing General handyman tools found in most home workshops are all that is required plus heaps of patience



I have designed a new mounting pod for the motor bringing it in closer to the transom by 150mm [6 inches to others of my vintage].This means that the motor mounting is 250mm [10 inches] from the transom thereby making full use of the rear cabin area with a full width rear seat. Cooking which is carried out on a 2 burner metho stove mounted on a drop bench in the forward cabin with a 200mm by 350mm opening hatch to dissipate fumes etc. Latest calculation of cost is in the vicinity of \$7,500 including trailer materials.

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 \$10 for a text ad (maximum 25 words). \$15 with a picture. Ads will run for two issues, members ads longer if you ask for an extension. Submissions close on the 20th of each month **NOTE** Items for free. **NO Charge**



DINGHY FOR SALE

6'3" fibreglass dinghy, in as new condition (used ca 6 times). White with cream interior, sturdy skeg brass strip, towing cleat, rowlocks, short plastic oars. \$370.00. Lars Frostell, 02 9451 9278.

FOR SALE

Beautifully crafted wooden sailing boat. "Iona" is a nass boat designed by Ian Oughtred. Completed in 2004 & constructed of hoop pine, redgum & huon pine with epoxied ply lapstrake hull.



Incredible attention to detail including hand cast bronze fittings for mast cap, fairleads & rudder. Gunter rig with main plus jib. Fast & responsive to sail & easy to row. Includes custom gal. trailer. Very reluctant sale. \$13,500. Please contact Stephen mob:0404 332978 or (02)99860654



Ranger Class 26ft Kauri carvel, timber classic, "Seatune". 1950s with raised deck cabin added. Great family boat, Easy solo sail, furling hds1 + self tail winches. Cockpit seats 8, Stern seats, sun covers. 27 hp Yanmar, 250hours. WC, can sleep 2 + 2 in cockpit. Sink, stove, cd/radio, depth sndr. Well maintained. moored Pittwater. **Ph 0413 732 822** NSW. For spec sheet, pictures and info on Rangers visit www.seatune.com.au/seatune \$24,000.00



FOR SALE

Clinker 13'*5.6" king billy pine rowing skiff built by "Fizzer Fazackerley of Hobart Tas. C 1950's. Restored and in excellent condition on a good registered Trailer. A going but dubious 2 stroke 2 cylinder Riptide Outboard engine of the same vintage also included. A show stopper: displayed in the 2005 aust Wooden Boat Festival at Hobart. Reluctant sale but the navy is getting too big \$7400 ono, Ring John Dikeman 02473922480

WANTED

Hall 3 HP marine engine, Lawrence Hall and sons of Mortlake NSW. I require a cylinder barrel contact Hilton on 0402204344 if you can assist.

FOR SALE

A Herbert Turret Lathe for sale as is \$100.00 and you have to come and get it. Contact Hilton on 0402204377



Halvorsen Head

Original Halvorsen head in perfect condition, waiting to be reunited with a classic Halvo.

For sale \$250.

Contact Peter Harcus 0402 060 551.



For Sale

A Wooden putt-putt 1950 Fisher "Belle" fully restored by Wal McCadames. #.95 in length with 3.5 hp Blaxland pull start engine. It is on a registered trailer Price is \$7500. Contact Jeff Rogers on 0418223679



FOR SALE

Flamingo", 26' timber plank, carvel batten, hard chine, 19 Knots. Built 1940's, for NSW Dept of Fisheries. Purchased via tender from the Dept. in 1963, needs restoring. Sale price \$1,000.

North Arm Cove, Port Stephens NSW

Phone 49 973212 / 49 832287.

FOR SALE

BMC Commodore 54HP Engines - OFFERS

Currently removing 2 BMC Commodore engines, one in very good working condition, the other requires injector pump overhaul but otherwise working fine. All instruments and tachometer available, including two new alternators and pressure gauges. Install one keep the other for spare parts. Best offer contact Peter Harcus 0402 060 551.

Disclaimer

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

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.

WBA merchandise

Polo shirts	\$25.00
WBA burgee, small	\$20.00
WBA burgee, large	\$25.00
Caps	\$12.00
Enamelled badges	\$10.00
Cloth badges, iron on	\$5.00

Australian Wooden Boat Book (incl postage)	\$15.00
Rugby shirts, by order	\$45.00
Business shirts, by order	\$40.00
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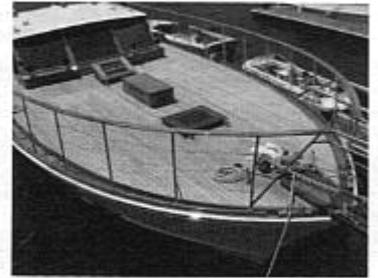
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