

# Scuttlebutt

JANUARY 2022



A Nick Giles built Iain Oughtred Guillemot. Read all about Nick's many builds and plans on page 4

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# PRESIDENT'S REPORT

**Peter Widders**  
**JANUARY 2022**

## **A return to General Meetings of the WBA**

A new year brings the promise of an anticipated return to our monthly General Meetings. At the time of writing (mid-December), planning is well underway for the January 11, 2022 General meeting at Dundas Sports Club.

Please note the requirement of Dundas Sports Club for all patrons to show proof of double vaccination to be granted entry to the Club.

The Committee has organised a number of events and activities to help make the start to 2022 as enjoyable as possible.

## **General Meetings of the Wooden Boat Association**

Tuesday, 11 January: **Ian Smith** – Building a Ranger

Tuesday, 8 February: **Mark Pearse** – Building Scale Models

Tuesday, 8 March: **WBA AGM and Hal Harpur Award 2021 Presentation**

Tuesday, 12 April: **Denis Songeon** - Daniel Bombigher- NA and Sea Gypsy

## **Bantry Bay 2022 Raft-Up**

Join us for this annual event on **Saturday, 19 February**, featuring a lunch time BBQ on shore. Bring your own lunch and refreshments. Peter Mathews has kindly offered to supply a BBQ once again.

## **WBA Members' Draw**

A Members' Draw will be conducted as a 'Welcome Back' Event at the March General Meeting. Each Member will receive 1 ticket and go into a draw for 10 prizes. See more details in this issue of Scuttlebutt.

## **The Weather**

One item close to the top of our 'Wish Lists' would have to be a return to a more stable weather pattern in 2022. The usual Australian experience features extremes from floods to fires with a bit of everything else thrown in. Farmers have seen the full range of drought to floods and the attendant impact on crops and stock from both ends of the cycle. The extremes in November/December included strong to gale force winds which played havoc with sailing races across a number of areas.

Here's hoping that 2022 brings us a moderating of extremes, both with weather patterns and the Covid situation across the world.

## **This Month in Scuttlebutt**

Efforts to continue our 16 page issues of Scuttlebutt have paid off thanks to a number of Members who responded to pleading from this correspondent:

**Nick Giles** is a serial boatbuilder who writes about the 'process' of getting to be an accumulator of boats. I am sure more than a few of us will recognise something of ourselves in Nick's musings.

New Member, **Mark Passey**, has kindly provided some terrific photos taken at the RMYC timber Boat Festival to go with the report on the Festival from **Tom Hughes**.

**Alan Williams (Quirky)** shares another tale of adventures with boats and cars.

**Chris Dicker** shares another Paynesville Report with us.

News on the **Members' Draw** to be held at the March General Meeting (AGM and Hal Harpur Award) is provided in this issue. Further details will be provided in the February and March issues of Scuttlebutt.

A Book Review also features this month from **Nick Lawther**.

Merchandise, Classifieds and On the Horizon round out this issue.

**Best wishes to all for an enjoyable 2022.**

**Peter Widders**

### **Stop Press**

As this issue went to press, we received the sad news that Kevin Isle had passed away. Kevin was a long-term member of the WBA and 2013 Hal Harpur Award winner. Kevin's boats were regular features of the WBA stands at Boat Festivals and Working with Wood Shows and featured materials sourced from discarded wardrobes and the like. Kevin's cheerful nature and infectious enthusiasm will be missed by us all.



## PLANS AND BUILDS

Text and Photos By Nick Giles

"How about writing an article?" Peter asked. The thought had crossed my mind once upon a time, but like many things it was filed away for the future. Now here was an actual suggestion, so my thoughts turned to what to write about? During the prior discussion we'd briefly discussed the fact I'd built a number of small wooden boats. I thought about the ones I'd built and why I'd selected them, why had they been built in the order they had, and also about all the boats I hadn't yet built.

I had, over the years, spent hours staring at designs online, bookmarking them in folders named Sailboat, Power Boat and Rowboat, so that I could readily revisit them, and frequently did so. The ever-increasing number of design catalogues on the web meant my google searches invariably suggested some designer's name, or a model of a boat as I started typing; although not so much for Paul Gartside's designs, given his naming convention is little more than a number sequence, meaning I can never really remember which design is which and must trawl through the contents section of his website. Of course, that is a small price to pay for the pleasure of looking at the 2 or 3 images of plans he includes with each design. And as time has gone by the ease with which I can acquire these plans has increased, one-click ordering, downloadable plans, innovations

designed to make life easier, and of course to tempt, successfully as it turns out. The count of plans bought far exceeds boats built.

The designs I have returned to most frequently are from Iain Oughtred. There was a time when Iain didn't have an internet presence, he didn't do email, although he would reply to a letter. But even he could not resist the pull of the internet – I recently had a very brief messaging chat with him. I was surprised that he 'did' messaging; he'll be doing zoom meetings before too long. I have a number of his plans. The first of his I bought were for Auk, the 7ft traditional looking dinghy. I don't remember why now, aside from the fact she is a pretty little vessel, and perhaps I was short on space. I never did build her, but I did lend the plans to a friend who successfully launched a well-made version a year or two later – he has it still, sitting rather sadly, under quite a lot of dust and used more as a storage solution than a recreational one. I went up a size and eventually built a Guillemot.

Most recently, I have dusted off the Macgregor plans. It seems I have two sets – I don't know why and I'm a little embarrassed to admit it – one is direct from Iain and, pleasingly, has some of his wonderful hand written script on it including the number 15 which I take to be a plan sequence number – I'm rather proud of



Nick's first big build, a Welsford Navigator

Widders in the first place, to view his beautifully constructed frame of a Greenland Kayak. I had originally been attracted to that kayak design after reading Christopher Cunningham's excellent book on how to build them.

That is my current conundrum, what to build next, but this hobby really started with a book my wife gave me called *The Expectant Father's Cradle Boat Book* shortly before our son was born, in 1999. After 3 months, and just in time for the birth, we launched a miniature strip built Bermudan sloop on a pair of rockers in our living room. It sits on the floor behind me as I write, these days looking after some rolled up plans, until it may again be called into service as was intended.



It was another 5 years before I started on the real thing, a John Welsford Navigator, which seems a very ambitious first boat project when I look at it now. A neighbour had lent me Welsford's *Backyard Boatbuilder* book (somewhat guiltily I think I may still have it) and I was intrigued at the building process and attracted to the lines of the Navigator, which when viewed from some angles had hints of the Yorkshire Cobles, which are synonymous with the region of my early childhood. They are possibly the most extensive set of plans I have – pages of them, with so much detail. I even acquired a further page from him during the build showing some new feature. All that detail made for a relatively painless build experience and resulted in a launch in 2006, two years after starting.

Realising that the logical thing to do having built a boat was to build another I decided on a smaller one, for easy launching and use by my, then, young children. This resulted in a Joel White Nutshell pram – the shorter one – built in six months to be a younger sibling to the Navigator. It was launched in 2007. Despite my 6' 5" (1.95m) height I enjoyed folding myself up in its small hull and zipping about the Patonga Creek in it; my wife told me it looked like I was wearing it. Contrary to my expectation I used it more than my kids. A second one also got built in my backyard by my neighbour shortly after I had started mine.



I now had my big boat and my small boat, and given their corresponding launching, rigging and load-carrying characteristics, I decided I needed a medium size one, and that is when the Oughtred Guillemot came along with more of those delightful, old-world paper sheets of plans, which even smell as I would expect a traditional draughtsman's office to. They are, in their way, a bit of art. Who can't get lost in pondering a good construction drawing, and lain's plans are as good as any in the art department. His designs aren't too shabby either – they never fail to show the lineage of their forebears and tick all the boxes when it comes to a pleasing set of lines. I launched mine in 2012, and in 2019 I switched it from a Gunter rig to a balanced lug – preferring simplicity over performance potential.



Nick's Nutshell pram designed by Joel White

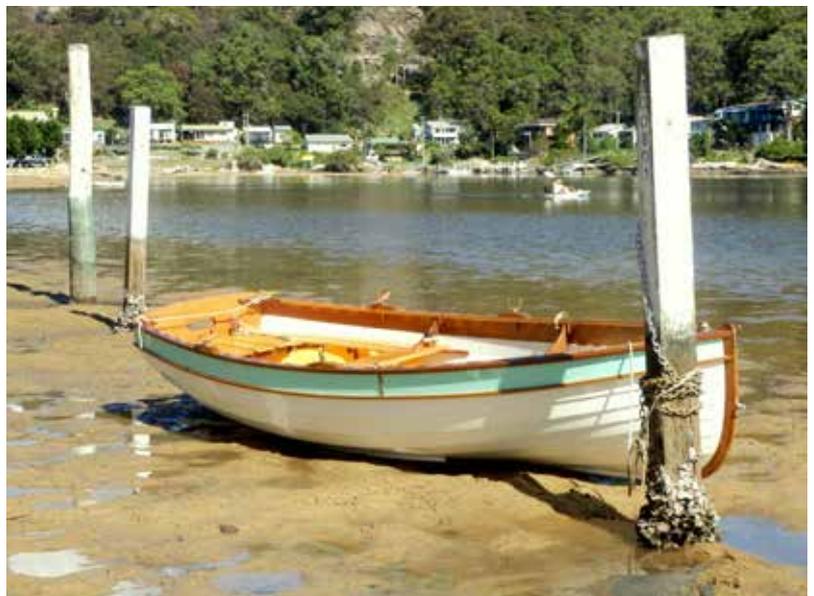
I think around the time I was building the Guillemot I purchased a set of Redfish Kayak Spring Run plans. The motivation was simple; build something which allowed artistic license in the way the strip planks are applied. Who hasn't thoughtfully regarded all of the work which has been done to create beautifully patterned boats? I was a sucker for these, and it seemed like a good next step – but as it turned out it wasn't my next step. It would be 2017 before that got started. In the meantime, I was distracted with the idea of a Geodesic Snowshoe Canoe from Platt Montfort. I was drawn to the lightweight method of building and ordered the plans with the fabric and twine. It was started, but only just – I still have its keelson and stems, but not the moulds, or not that I can find. I'm not sure why it didn't progress – looking at photos from the period there are a couple of scratch-built model boats interfering around that time, obviously my heart wasn't in it. I'm still intrigued

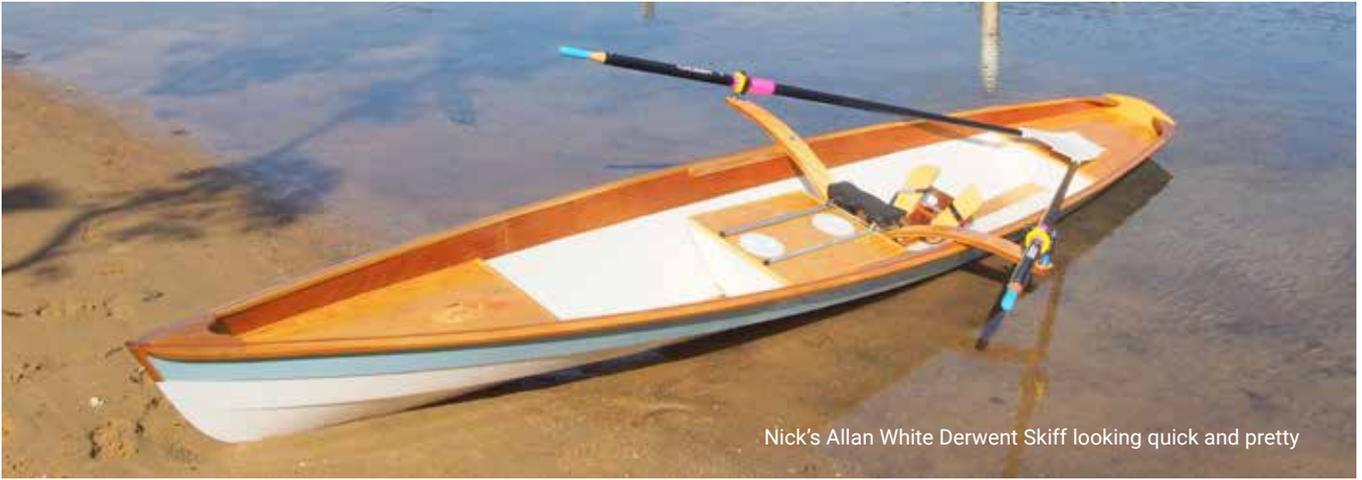


The 'boat in the middle' - An Iain Oughtred Guillemot

at the prospect of such a lightweight vessel, so perhaps it will get dusted off.

I obviously had a narrow boat thing going on at the time – I also have plans for a Sam Devlin Oarling, Selway Fisher Christine Canoe and an Amesbury Skiff piled up in my loft. But it was an Allan Witt Derwent Skiff that got my full attention. There was something about using a local, and for that matter Tasmanian, design; I





Nick's Allan White Derwent Skiff looking quick and pretty

think I first saw it down at the Hobart festival. The prospect of sliding seat rowing in a stable hull, compared to a rowing shell, was a plus. Allan supplied a CNC cut building jig. The plans were comprehensive but perhaps lacked that hand drawn 'warmth' being CAD based, I think. But if the plans lacked warmth, Allan certainly did not. Like so many designers he took a keen interest in the build, was on hand to answer questions and even came to visit me in Sydney on one of his trips to deliver a boat he'd built. He maintained a weekly email list centred on folk who would get together in Hobart to row on a Sunday, but the emails were pleasingly inclusive of anyone who was interested, and typically attached a couple of pictures from the previous week's efforts. Sadly, Allan passed away earlier this year – way too early and a loss to the wooden boat scene.

And so most recently to the Redfish Kayak that I eventually started in 2017. I have just about finished it, I like it, I am quite proud of it, although I'm a little embarrassed about the length of time it has sitting in my shed. It has been something

of a labour (I hesitate to say 'of love') to get it done. All that shaping, and fitting, the individual strips on the deck to achieve an artistic pattern did not feel so much like boat building but finicky model making. As to the plans – they're fine, and they come with a comprehensive instruction manual, but they don't smell like they've been stored in a museum archive, even though they've languished in my loft for a good many years.

For my next build, as I mentioned, I'm contemplating the Greenland Kayak, or maybe the Macgregor Canoe – and I haven't even touched on the power boat plans patiently waiting to be unfolded and pawed over – Atkin's Ninigret, Stimson's Ocean Pointer, RD Culler's Workboat, Doug Hylan's Ben Garvey, David Roberts' San Juan Dory, and of course there's a Paul Gartside in there – it's Design #221 which you can find on his website.



Redfish Kayak - The current build.

# THE FLYING ENTERPRISE

By Alan Williams

Alan Williams has been producing illustrated articles for Afloat magazine for nine years under the pen name of John Quirk, using his wife's surname. He also writes for Old Africa Magazine which is actually based in Naivasha, Kenya, where this incident occurred. The African articles are called 'Kweli Kwirki', Swahili for 'Really Quirky'. These are all true memoirs. And he has the scars to prove it.

I arrived in Nairobi 55 years ago, mainly because I was so impressed as a ten year old at how dashing Stewart Granger looked in King Solomons Mines that I immediately decided on a more practical career change; from cowboy to African explorer.

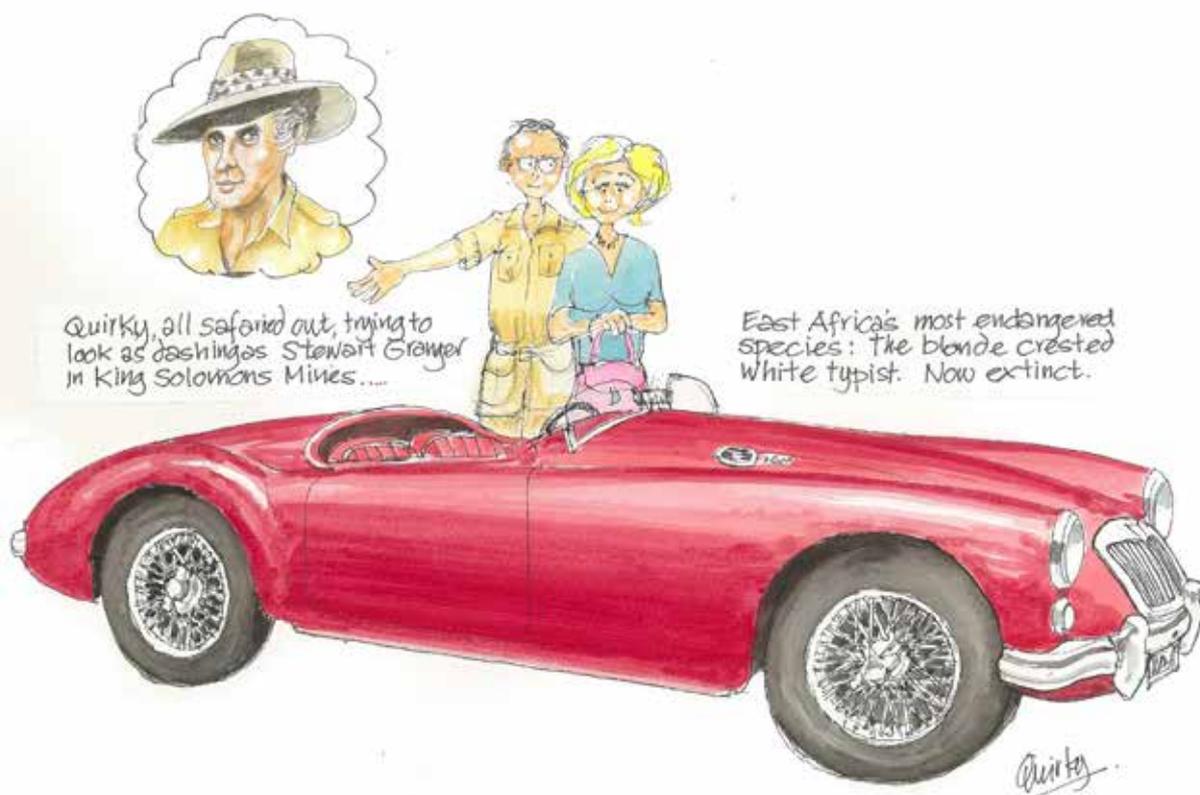
It did not take me long to fall in love with what was to me, an earthly paradise. 124 miles from the equator, its climate at 5890 feet (1800 m) and lack of humidity seemed to be permanent springtime. After a few months, I noticed just a couple of minor specs in my ointment of delight: A) the lack of sports cars, B) the lack of boats and C) the lack of suitable unattached young ladies. It had been my experience as a lanky bespectacled Midland mumbling nerd that in order to approach C, it helped if you had A, with possible access to B.

The above shortages probably arose from A) lack of tarmac roads. B) Nairobi is 315 miles from the sea. However, there was the delightful recreational Lake Naivasha, an hour North of Nairobi on a tarmac road. C) The introduction of Work Permits for only the technically skilled was beginning to drain the typing pools of the nation. They were referred to as 'blonde crested secretary birds', the white crested secretary bird was the national emblem of Uganda at the time.

In the UK I had what I considered to be the best looking and handling two seater in my budget, a cream MGA. I saw only two MGAs in Nairobi and poked pleading notes under the wip-

er blades of both asking if the owners ever considered selling, please ring me. I received calls from both MG owners saying, sorry, no plans to sell but "Come and have a drink". The owner of the green one was Howard, a young bush pilot of my age. He became not only my best mate for the next 48 years of his life but, incredibly, my son's father in law..... The owner of the faded sunburned red one was a distinguished greying haired gent who was the Government registrar of firearms. Over a chilled Tusker and with his back firmly against the brick wall at The Donovan Maul Theatre bar as you do when expecting mafia hit, he said "The Government wants me to crack down on all firearm ownership. There's some old Mau Mau stuff still around. I am good at what I do....but not er, very popular..." as he slid furtive looks out of the window.....

A few weeks later he called me to say that a European had just been deported for some perceived political slight and had left behind an MGB to which he had the spare keys. Did I want the MGA? Just a slight problem since we last met. Somebody had taken a shot at this unpopular policeman and there was now a bullet hole through the windscreen. He reduced the price to 150 pounds. A new windscreen would cost half of that so I removed it, (only four bolts) and made up some Brooklands aero screens that were popular before the war. Perfect for the dry season, which was most of the year and the rains occurred as regular as clockwork. So everybody said... A respray and re trim (30 pounds total!) and the car





looked ready for the Targa Florio. Or to attract a girl from Parklands bar....

Then I heard of an Enterprise sailing dinghy going for fifty pounds. Its buoyancy bags and the outer lamination of its ply bottom had suffered under the African sun. I bought it, added a layer of glass mat to compensate and had it carted it up to Lake Naivasha...

OK, A & B sorted, let's see about C.

The gleaming red MG stood out from the safari dusted Mercs, Peugeots, VW's and Volvos at Parklands Club car park like ketchup on a shirt front. All the blokes were up at the bar or playing rugby so it became noticeably easier to chat up the rows of wallflowers when it was known I was the owner of this distinctive machine. When I asked one local lovely if she would be interested in coming sailing she exclaimed in wide eyed delight,

"You have a yacht?"

No, it is an open sailing dinghy did not have a cabin...or er, facilities, but she agreed to come and said she would bring a picnic.

The two lane road that snaked from Nairobi through the glorious Rift Valley to Naivasha was technically tarmac, but it was built by Italian POW's. They put more effort into building the flamboyant roadside chapel than the road itself. The MG's stiff suspension on this twisting potholed road and the blast of African air and insects past the tiny screens made my passenger wish she had picked up someone with a smoother ride. One with a lid on.

"Can't we put the hood up?" she asked through clenched fly spotted teeth.

"Sorry, we need the windscreen for that and I left it at home"....

At the lake, I rigged the Enterprise and explained the basic principles of sailing as a gentle breeze wafted us out under the shade of the blue cotton sails. She began to relax and enjoy the golden morning, trailing a hand over the leeward side. Gradually, the breeze increased and the boat picked up speed. I tucked my feet under the toe straps and leaned out. My crew joined me on the windward side and grinned broadly as the bow wave chuckled and then began to gurgle. We were powering along on a broad reach and the spray shone like diamonds tossed in the sun. We lifted onto the plane....we were flying! She turned to me with the best smile I had seen all day. Obviously, all the discomforts of the ride were forgiven.....

That's when the perished cotton toe straps snapped.

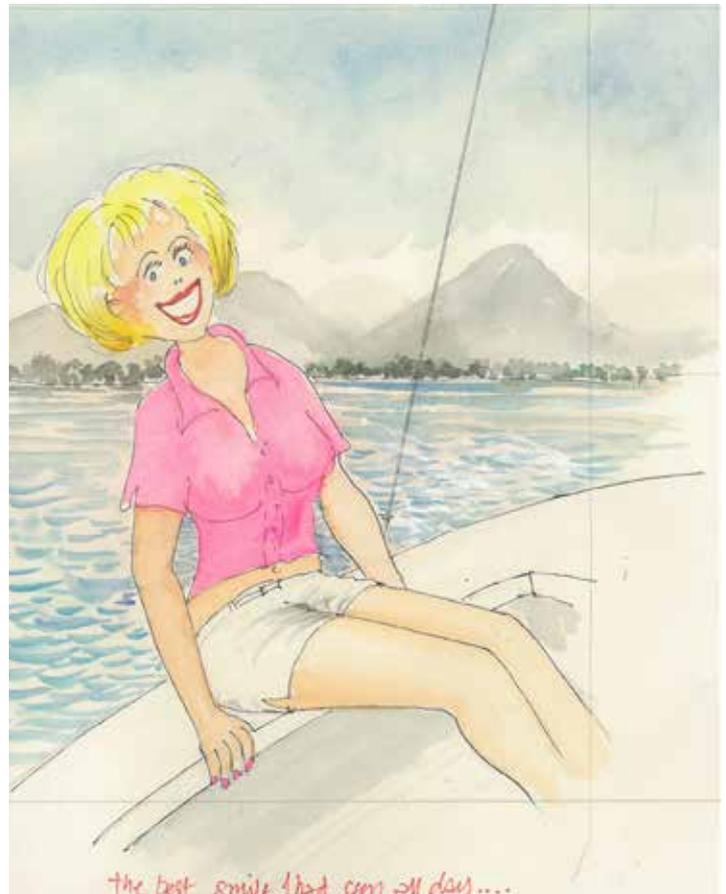
I fell backwards over the windward side. The dinghy capsized violently to leeward and my crew was catapulted into the mainsail, screaming and flapping like an ornithopter.

I think that was the point where the day started to go downhill.

I won't dwell on the salvage operation, lack of buoyancy bags nor mention that neither of us had any dry clothes. Don't even think of the sunken picnic basket... And did I say the dry season was marked with clockwork precision? Not that year. Vast thunderheads assembled over the Aberdare Mountains and a monumental downpour hosed into our laps the moment we set off in the (very) open car to grind up the Rift Valley behind every crippled, smoke belching truck in East Africa....

I drive an open two seater today which is comfortable, weather proof and has continent mechanical bits..... (The MG's needed a sand filled litter tray under the engine bay.) But I do miss the precise handling and sheer chuckability of that 1959 MGA. I would have it back in a heartbeat.

It might even have dried out by now.



# MEMBERS DRAW

A Members' Draw will be held at the March meeting in conjunction with the Welcome Back Dinner, Hal Harper Award Presentation and Annual General Meeting.

Each financial member as of 6 March 2022 will be allocated one ticket in the Draw and a prize will be awarded for each of the first 10 tickets drawn.

This Draw is for ALL members (NOT just those at the meeting).

Prizes will be the choice of a \$50 gift voucher (from a range of suppliers) or WBA merchandise to the value of \$50.

Winning members will be notified of their win and asked to choose their prize, which will then be sent to them.

Results of the Draw will be published in the April edition of Scuttlebutt and E News.

## A BOOK YOU CAN'T PUT DOWN

By Nick Lawther

### A Changing Tide. The History of Berrys Bay by Randi Svensen

This is a REALLY readable informative book. 120 soft covered pages with lots and lots of photos and diagrams it is a short enjoyable read. I can imagine using it being a companion of a walking (or even boating!) trip around the area, noting the landmarks and appreciating the history.

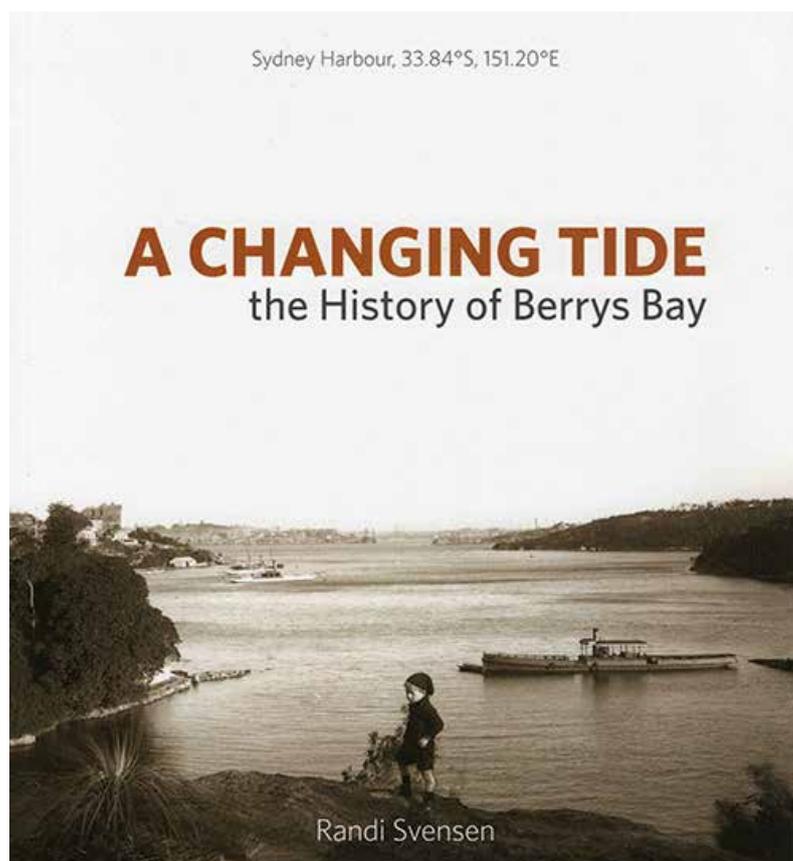
That's the summary. If you are convinced you can skip to the last paragraph.

Now it may come as a surprise to many members but I am an immigrant. A Pom, resident in Sydney since 1986. Over the years I have learnt geography, politics, footy, national history, and vernacular. Luckily I had a working knowledge of English and cricket :) . But there is an awareness that place names recur, that there is significance in places that, not growing up here, you are unaware of. Its like a blind spot. Balls Head, Berrys Bay (never made to connection to the Shoalhaven village of Berry), Blues Point Tower, Wollstonecraft, Crows Nest, Stannards to name a few. This book, briefly and entertainingly, gives a history of the Berrys Bay locale from First Nations and first fleet, and then weaves a narrative of the personalities in the development of Berrys Bay from humpies, to boat building as a major theme, industrialisation and commercialisation, and (largely) residential. Hopefully retaining Noakes as business with a history and contribution to the Bay.

It is also sad to realise how much history and colourful waterfront has been bulldozed in the name of development. But I know now a little about Billy Blue, the Barnetts, Fisher. Woodleys, Reeks, Gordon, Stannards. Not in depth but a context that I think many will also appreciate.

Reasonably priced at \$39.95. I see it is available at Boat Books Aust, don't know where else.

Nick Lawther



# THE PAYNESVILLE REPORT ABOUT WOODEN BOATS

By Chris Dicker

If you are reading this you have made it into the new year...so all that worry was for nothing.

Those who didn't, I am sure, are resting peaceful. Some with a wry smile as we would like to remember them. We are all passing through and if we can enrich each other and our little space on the planet we can do no more.

On a visit to the working waterfront end of Paynesville the other day I was alarmed to see people dressed in corporate gear with hard hats and hi viz vests crawling all over the Curlip. I shouldered my way through and asked 'what's going on here lads'. (there were no lasses) Well, they are dismantling the Curlip so she can be transported to an undisclosed address. The Curlip was moved from Marlow to Paynesville the year before we made this place our home. Quite a bit of funds and energy was poured into her restoration but there was infighting in the committee and interest gradually waned.

I think, in the olden days, when time or property were not such a priority the Curlip would have sat on the hard, surrounded by acres of open space and slowly returned to the earth, but there are plans afoot to turn that whole strip of free and open space into real estate, as into a marine precinct.

All the small operators along there have been closed down by the council, their lease renewals have been denied. Their business has been closed and they have been kicked out by the council.

The Curlip is just in the way of progress. She still has an operating steam engine and a partially rebuilt bottom with enough planking to finish the job. Another-one bights the dust.

Meantime a quick weather report from the Victorian Riviera, Beautiful one day, perfect the next.

We have not lit our fire since last Tuesday!!  
Happy new year everyone.





# RMYC TIMBER BOAT FESTIVAL: 27 & 28 NOVEMBER 2021

By Tom Hughes  
Photos by Mark Passey

The Festival was marred by the less than summer weather: a strong southerly gale with rain showers on Saturday and slightly better on Sunday (no showers, still windy\*). Numbers were reportedly 250 on Sat and somewhere between 500 and 750 on Sunday.

\* "still windy" a contradiction? Maybe I should have said continuing windy? ~ was blowing Fan on 8

I did not get a chance to see all the boats but some stood out: Silver Cloud alongside Silver Cloud 2 . A charming ketch Sophie Wackles, Folly3 ( a remarkable 32 river and bay launch that Steve Lake ( ex Lakes Folly Wines ) has single handed to Hobart and back then Brisbane and back via every conceivable navigable river. I mean just how far can you navigate up the

Clarence & Richmond Rivers with 1 metre draught?

There was a dinner on Friday and a cocktail party and dinner on Saturday evenings, but I did not attend either.

Another visitor from Brisbane waters was a blue hulled clinker converted lifeboat; has been several times before and has an interesting "cantankerous" twin cylinder horizontally opposed Coventry diesel.

Regards  
Tom Hughes

EDITOR: More pictures on the back cover!





# BUY SWAP SELL

WBA may place a non-commercial ad free of charge for 4 months. The ad will also be placed on the WBA Website for 4 months.

Members are asked to consider a \$25 donation to the WBA on their sale of an item.

Non-members are charged \$50 for a print-only ad (picture + text) and \$80 for print + website.

Please advise the Editor if an item is sold.

NOTE: Free items – no charge – contact the Editor.

**FOR SALE** Modified 14 ft 6 inch Bolger Catboat – built by owner : 2000. West epoxy. Gaff main loose footed. Heavy and very stable with reserve buoyancy in topsides. Performs well with six on board.

Price includes registered trailer and various items of equipment including anchor.

Michael Baker - 0435021261 - \$4500



## FOR SALE

Wooden mast appx 10.5 m long, Varnished VGC \$6500  
18 hp Yanmar engine recon, running, \$3500  
1938 copper charcoal cabin heating stove, \$750  
1938 Simson Lawrence windlass working, \$500  
CQR Anchor, \$200  
Solar panel FREE  
Original Cotton Sails/other usable sails main, jib, \$200  
Wooden Boom appx 3.7 long, Varnished VGC, \$2000  
Maxi Stove, \$500  
Timber blocks, cleats, appx 10, \$450 the lot  
Brass porthole, 8, \$2000 the lot  
OR NEAR OFFER  
Tony ~ 0416 061212  
Sorry will not separate

## FOR SALE

Kermi 25 foot Classic Strip Planked Yacht Copper roved ribs, very strong, pretty, very seaworthy and quick. Loved by present owner. Plenty of sails. 9hp Nanni diesel, restoration 2018. Designed by Hakker of NZ and launched in 1974. Construction is Talzali and Silver Silkwood strip planked, edge nailed, glued and dynel sheathed. The lead ballast is 1,840lbs Below decks there is a 2 galley stove and 4 bunks - \$25,000 neg. Ph 02 9523 6841 or 0407 742 232



**FOR SALE** 5 metre twin cockpit wooden runabout. Originally built with Hamilton jet propulsion but now being converted to conventional propeller drive using Dodge 6 engine. Conversion about 90% complete. Can be inspected at a Northern Beaches address. Price: \$25,000 - Contact: Gordon - 0414 826 240



**FOR SALE** - Onrush is an 18 foot ex Navy Gig. Built from teak and converted to a pocket cruiser by Naval Architect Len Hedges. He rebuilt the boat from the keel up and glassed inside and out. Onrush is gaff rigged, sleeps two in her canvas cabin and has many sails, a VIRE engine and comes with the stock of spare parts bought from the VIRE company agent, when he retired. Moored in Pittwater. \$5,500 Ring Cavan Lenaghan 0418 404 154



**FOR SALE** - This Chapman Motor Launch, Half Cabin Deluxe model was built in the 1930's by Hunt Marine in Blakehurst NSW and fitted with a twin cylinder Blaxland. It was used as a "Gentleman's" craft before being purchased by Stannards as a work boat sometime after WW2. Fully retored boat and motor. Price \$12,000 ono rodneymollitt@gmail.com - 0419818667



## 'Syndicate' Proposal

WBA Member, David Malone, is looking for members (no cost involved) to join him in sailing his 36ft Tasman Seabird 'Carousel'. Syndicate Members would be able to sail with David on his yacht, while David and his co-owner meet all costs associated with the project. There is also the prospect of members sailing the yacht on their own: David is keen to see the yacht sailed and loved. A mooring in Burns Bay is close to a jetty with dinghy storage nearby. Call David for more information: 0418 440 828



## LOOKING FOR -

I am trying to find a BMC Captain Diesel engine or locating someone who might be a diesel mechanic who can restore one of these engines for my wooden boat  
Thanks, David  
0419120553  
davidandsally1971@gmail.com



## Are You Looking for:

- Copper Boat Nails
- Silicon Bronze
  - Nails
  - Screws
  - Fasteners
- Oakum & Caulk Cotton
- Bronze Boat Fittings
- Jeffries Marine Glue
- WOT ROT Repair System

We have them all available

Quality items from NZ, UK & USA

**DRIVE Marine Services**  
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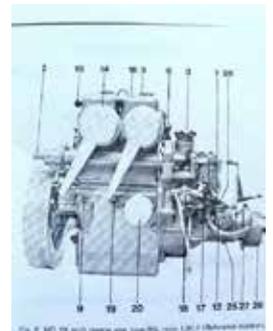
## LOOKING FOR -

I have an unusual request that members of your association may be able to help me with please. I am currently researching the story of Arthur Baird, Qantas' first engineer. In 1939 he helped design a tender to transport passengers and freight between the terminal and moored flying boats at Rose Bay. The tender, named Nisus, was constructed by Paul and Gray at Careening Cove using local timber and could carry 17 passengers and was capable of 17 knots. Frank Gannon of Paul and Gray was the co designer. It is understood Nisus remained at Rose Bay until 1953 when it was moved to Cairns. It would be very interesting if any of your members could add to the story of Nisus.  
Thank you - Colin Lock - cflock48@bigpond.net.au - 9544 0409



## LOOKING FOR -

WBA Member, Malcolm Wright is in search of some parts.  
My motor is a Volvo Penta MD2B.  
The parts I'm interested in are :-  
A) the Oil Dip Stick (item # 9)  
B) thermostat - see specification  
(At a reasonable cost)



# LOOKING FOR



## LOOKING FOR - A Cowl Vent

The cowl vent has a 58mm base opening and 120mm at the top. The dress ring is 156mm inside and 220 mm outside.. just need one of each. Can buy a complete porthole if they don't want to separate the parts.

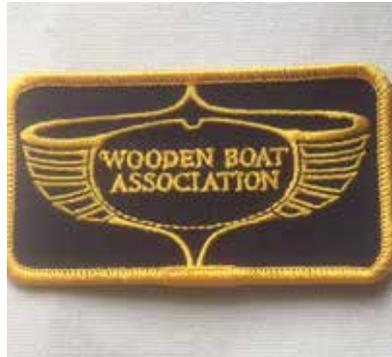
Phil Heaney  
0415718435

# MERCHANDISE

Members are able to purchase /order items at General meetings or by email to the Merchandise Officer - Sally Ostlund [salsonsquarerig@gmail.com](mailto:salsonsquarerig@gmail.com)

Item	Member	Non - Member
Jacket	\$83	\$96
Vest	\$63	\$74
Long sleeve Polo	\$41	\$47
Short Sleeve Polo	\$34	\$39
Surf Hat	\$22	\$25
Baseball Cap	\$20	\$23
Australian Wooden Boats Vol I	\$20	\$25

**Below:** Vice President, Nick Lawther, has snapped up one of the new WBA surf hats.



## Sale Items

- Black & Blue short sleeve Polos - \$15 each
- WBA stubby holders - \$5.00 each
- WBA Badges - \$2
- WBA Satchel Bag - \$10

# ON THE HORIZON

**Nauteak Marine**  
Beautiful Teak Boat Tables

Available from:

[www.nauteakmarine.com](http://www.nauteakmarine.com)

## General Meetings - Dundas Sports Club

- Tuesday 11th January:** General Meeting - Ian Smith: Building a Gaff-Rigged Ranger
- Tuesday 8th February:** General Meeting - Mark Pearse: Building Scale Models
- Tuesday 8th March:** Annual General Meeting of WBA & Hal Harpur Award 2021
- Tuesday, 12th April:** General Meeting - Denis Songeon: Daniel Bombigher - Naval Architect and Sea Gypsy

Dundas Sports Club requires proof of double vaccination to be shown upon entry.

## Committee Meetings – Gladesville Sporties

- Monday 20th December
- Monday 17th January
- Monday 14th February
- Monday 14th March

## Festivals, Shows and Events - 2022

4-6 March: Paynesville Classic Boat Rally - **CANCELLED**



**RMYC TIMBER BOAT FESTIVAL: 27  
& 28 NOVEMBER 2021  
Photos by Mark Passey**