

Scuttlebutt

APRIL 2022



2021 Hal Harpur Award Winner 'One Day' a 1945 Lake boat restored by Mike Warner and Bob Tullett

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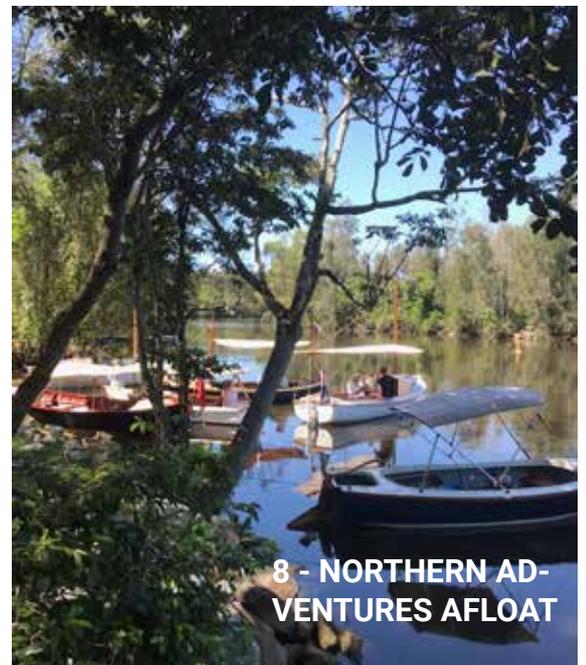
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PRESIDENT'S REPORT

April 2022

March AGM and Hal Harpur Award

We were finally able to resume our General Meetings at Dundas Sports Club on Tuesday, 8 March. Atrocious weather during the day restricted our number to 32 hardy Members and Guests. The 2021 Hal Harpur Award was completed on the night with 4 of 5 Nominees able to be present to discuss their projects with the 3 Judges. Congratulations to all nominees and to our winners for 2021 – Mike Warner and Bob Tullett for their multi-year restoration of the 1945- Lake boat 'One Day'.

See more in this issue of Scuttlebutt where we meet the 5 nominees' projects.

2022 Hal Harpur Award and Judging 'Pool'.

Nominations are now open for the 2022 Award: projects will need to be completed by 30 September and lodged with the Committee (secretary@wbansw.asn.au) by that date. Nominees do not have to be Members of the WBA but the person nominating must be a WBA Member.

The Committee invites interested Members to join the Judging 'Pool' from which a 3-person panel is appointed each year. More information available from the Secretary.

Annual General Meeting

Thanks to immediate past-President, Jon Bell, who stepped in as Returning Officer for the AGM. Vice-President, Nick Lawther, had advised that he would be stepping down from the Committee, while wishing to continue to be involved with a number of ongoing projects of the WBA and Committee. Thanks to Nick for his excellent service to the WBA, in a number of positions, including Vice President, Secretary and Merchandise officer, over many years. I am particularly grateful for his support in the time I have been President of the WBA.

WBA Committee -2022

President – Peter Widders

Vice President – Denis Songeon

Secretary – Bill Thompson

Treasurer – Malcolm Boyd

Membership Secretary – Ross Andrewartha

Merchandise Officer – Sally Ostlund

Committee Members – Ross Marchant, John Gale, Malcolm Wright, Glenn Reynolds.

Scuttlebutt Editor (Non-Committee) -Greg Widders

On behalf of all Members of the WBA, I extend my thanks to the Committee for their ongoing work.

WBA General Meetings and Guest Speakers

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

Tuesday, 10 May – Bill Thompson: Lofting Explained

Tuesday, 14 June – Ian Smith: Building a gaff-rigged Ranger

Dundas Sports Club – 9 Elder Road, Dundas

Endurance Found

A fabulous discovery was recently made in the waters of the

Weddell Sea (Antarctica) with the discovery of Shackleton's ship Endurance in 3080 metres of water. Amazing footage of the ship, sunk when crushed by pack ice in 1915, shows the ship to have suffered no decay in the cold Antarctic waters due to the absence of wood-eating organisms. Damage from the crushing in the pack ice and subsequent sinking is evident. The Antarctic Treaty protections mean that the ship will remain untouched where it has been found. The ship was found 100 years to the day that Sir Ernest Shackleton was buried on South Georgia Island following his death on his 4th expedition to the area.

<https://www.youtube.com/watch?v=KSKoOJp2aP0>

WBA Merchandise

Merchandise Officer, Sally Ostlund, will have WBA Merchandise for sale before each General Meeting. Merchandise will not be available for purchase after General Meetings.

6.30 pm to 7.30 pm Merchandise Sales in the Meeting Room at the Club.

We look forward to welcoming Members and Guests to the April General meeting on Tuesday, 12 April 2022.

Peter Widders

At the AGM held on March 8th, I acted as the Returning Officer for the election of WBA NSW officers. With the postponed Hal Harpur event hot on my heels the formalities were necessarily brief but I'm pleased to report that, with one exception, all the previous officers and committee members agreed to continue and, there being but one additional nominee, all nominees were duly elected.

The opportunity was taken, and is repeated here in advance of the AGM minutes coming out later this year, to formally thank the previous committee for their work over the past disruptive 2 years or so. Peter Widders and his team have continued to keep us informed and connected, prodded the usual contributors to Scuttlebutt and encouraged a few more so Scuttlebutt has routinely been 16 pages, liaised with venues and speakers, expanded the merchandise range, taken our subscriptions and paid the bills, all without the regular spur of monthly meetings and member interaction and feedback.

Members and visitors showed their appreciation with a round of applause and you can too, either virtually by ESP or by email / text / 110penny post. Don't let them work for our benefit in a vacuum!

Jon Bell

WBA President 2016 -2019



HAL HARPUR AWARD 2021

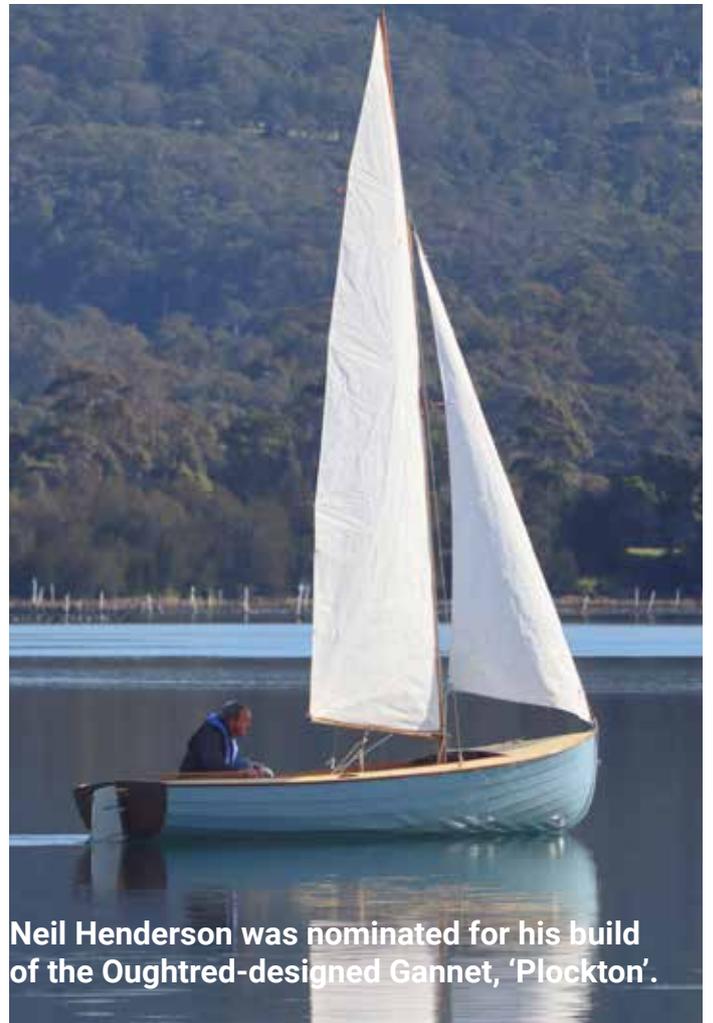
The Hal Harpur Award is for the person or persons who in the past 12 months has completed a project which best contributes to our objectives of encouraging the retention of wooden boat building skills or the preservation of wooden boats or maritime artifacts.

Nominations are open to persons completing a project by 30 September in the year of the Award. Nominees do not have to be members of the WBA; Judges are members of the WBA.

5 nominations were received for the 2021 award. The nominations were presented at the March 2022 General Meeting of the WBA where nominees were interviewed by the Judges.



Matt Tyler and Grant Mason were nominated for their build of a Vivier-designed Ilur, 'Vagabond'.



Neil Henderson was nominated for his build of the Oughtred-designed Gannet, 'Plockton'.



Bill Thompson was nominated for his build of the Folkboat, 'Isabella'.



Malcolm Boyd was nominated for building the 6 ft Oughtred Pram, 'Jabiloo'.



Mike Warner and Bob Tullett were nominated for the restoration of the 1945 Lake boat, 'One Day'.

The 2021 Hal Harpur Award has been won by Mike Warner and Bob Tullett for the multi-year restoration of the 1945 Lake boat 'One Day'.

Judges Commendations were awarded to Bill Thompson (Isabella) and Matt Tyler and Grant Mason (Vagabond)

The judges Commented:

ONE DAY

A very tired and broken 16ft open timber batten seam launch sat neglected in a shed for many years. An advertisement was placed in a local paper to see if there was any interest, otherwise there would be a bonfire.

Mike Warner spotted the advert, and, as he was approaching retirement, he was on the lookout for a retirement project. On inspection he decided to buy it and it sat for a further 6 years in a shed. Upon retirement, he decided to take the boat home, and invited Bob Tullett around for an opinion as to whether he should put the chainsaw it, or fix it up. After pondering for a few minutes, Bob, who lived nearby, declared :- " I'll come around at 8 o'clock next Tuesday and we will make a start".

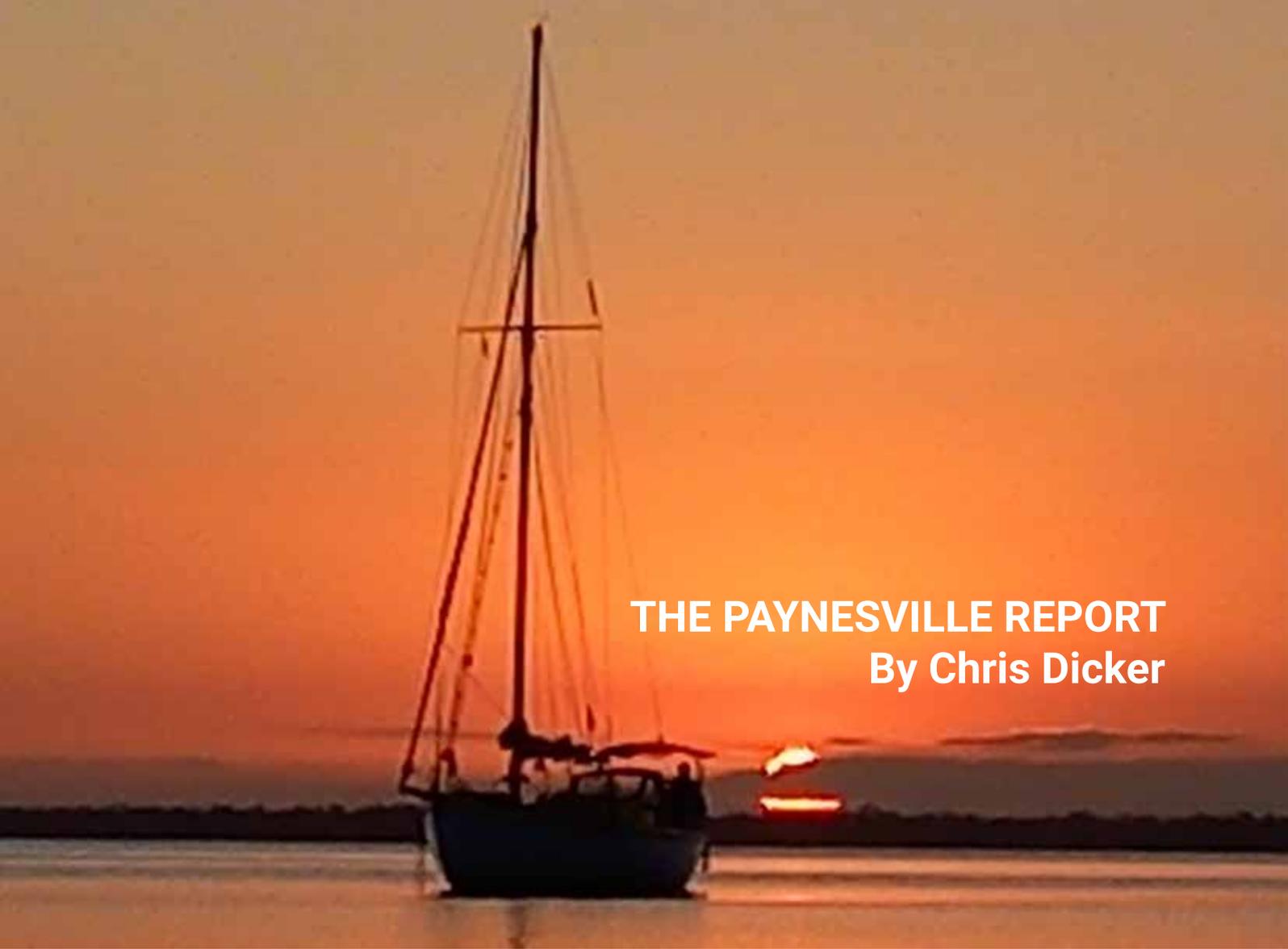
And so, Mike and Bob worked on the restoration of the boat every Tuesday (and some more) for over four years. At times, they felt that there would be no end to the project, hence the name – "One Day"

Their approach to the rebuild was really of no compromise and the end result is excellent. All paint finishes are perfect.

A boat destined for a fire, will instead, now have a whole new life ahead.

Rob Hardy
HHA Judge





THE PAYNESVILLE REPORT

By Chris Dicker

This weekend has been very busy on the Gippsland Lakes, especially in regard to sailing and racing. The big event was the Marlay Point overnight yacht race. This event is as big and almost as long running as the Sydney to Hobart. This year there were only 90 starters, which I think is still not a bad turnout. In the past there has been as many as 600. It is the most interesting and gruelling course you can imagine. The fleet leaves Marlay Point, at the western end of the Gippsland Lakes at sunset then sails the 50 miles to Paynesville.

As last year we took Westwind half way up Lake Victoria and anchored for the night. The idea we get up periodically during the night to watch the pretty lights go by. Also like last year the wind was very light and right on the nose so the boats were showing green, red and white as they beat their way down the lake.

We had a very peaceful night as there was virtually no wind, we joined the fleet before daylight and motor sailed amongst them yelling out things like -"We will report you to Lloyds" or "Have you been here long?" - Wasted on lake sailors. In fact they may have wasted a few comments on us!

I can safely say there was no wind but some of the state of the art boats that finished would sail on virtually nothing.

A quick update on Rosherville, the old lakes boat I am doing up in my shed. I don't have to look for excuses not to work on her as there is no end of other

jobs and projects far more interesting than sanding and more sanding. The topsides, deck and coaming are now all finished so I can move onto some new ribs and a couple of new floors.

More importantly is Westwinds annual sea trip, which will be almost the same as last year; a trip to Deal Island. I say almost as this year it looks very much like the Mate is staying home to tend the veggies and keep the home fire burning. The last time we were at Deal I vowed I would go back and walk along the track to the lighthouse in the moonlight. This particular track is carpeted with casuarina needles and I can imagine walking along in dappled moonlight would be a heady experience. We will see.

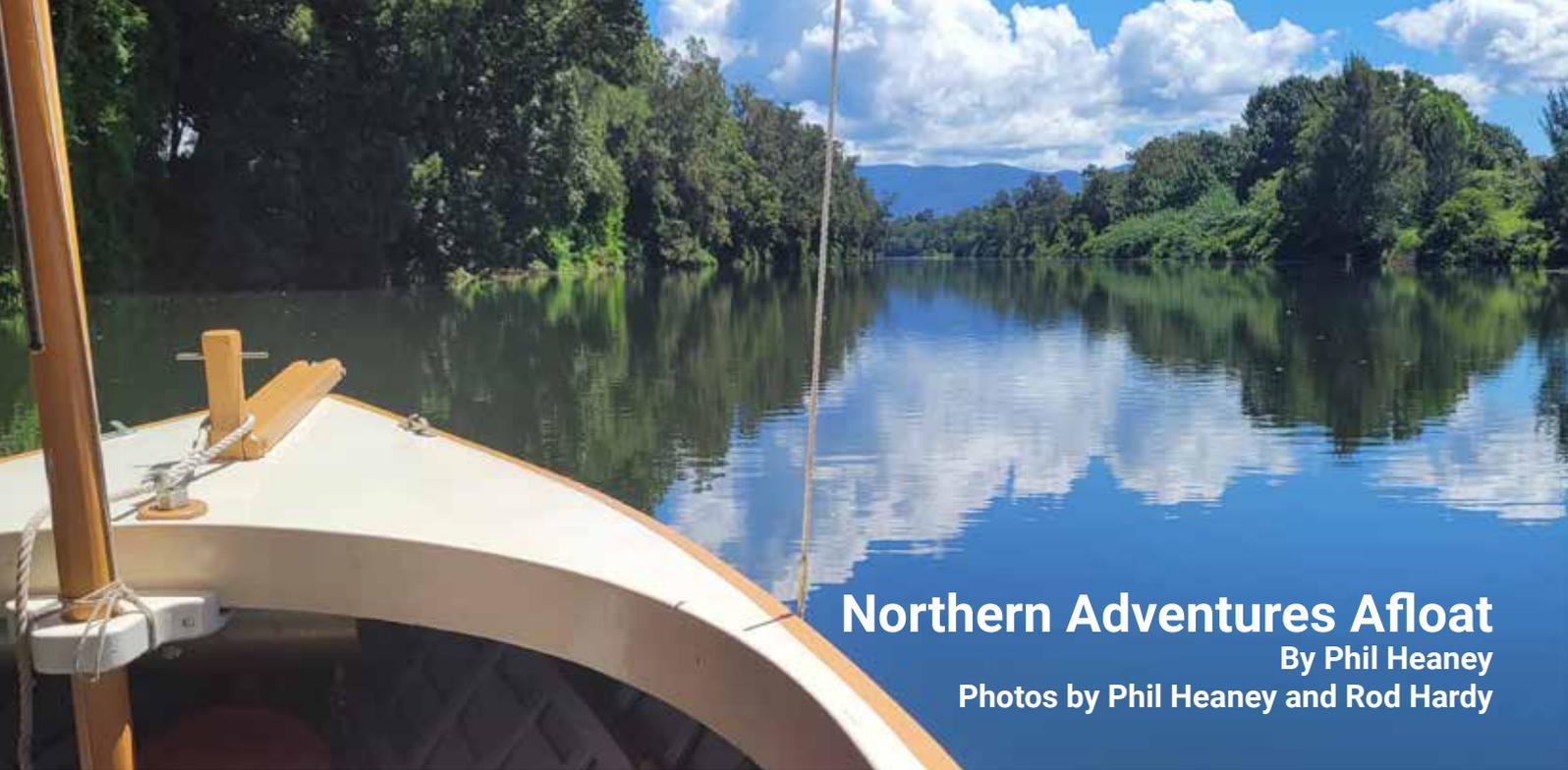
A week or so later and Westwind has once again carried me safely and with quite a bit of style across the sea and back again. The Kent Group of islands are little known to those whose idea of a paradise cannot exist south of the 26th parallel I am very happy to leave it at that.

Suffice it to say I had a wonderful time and managed on my own more or less.

I did quite a few walks and my gammy knees stood up very well but I did not manage the moonlit walk through the casuarinas. I have no excuse for this.... none whatsoever.

Maybe next time.

I filled my time, it was a wonderful experience.



Northern Adventures Afloat

By Phil Heaney
Photos by Phil Heaney and Rod Hardy

Forget about your jet skis and ski boats. Take a step back in time when boating was a leisurely cruise on the river to the sounds of a one cylinder engine chugging away and the flow of the bow wave gently caressing the shore.

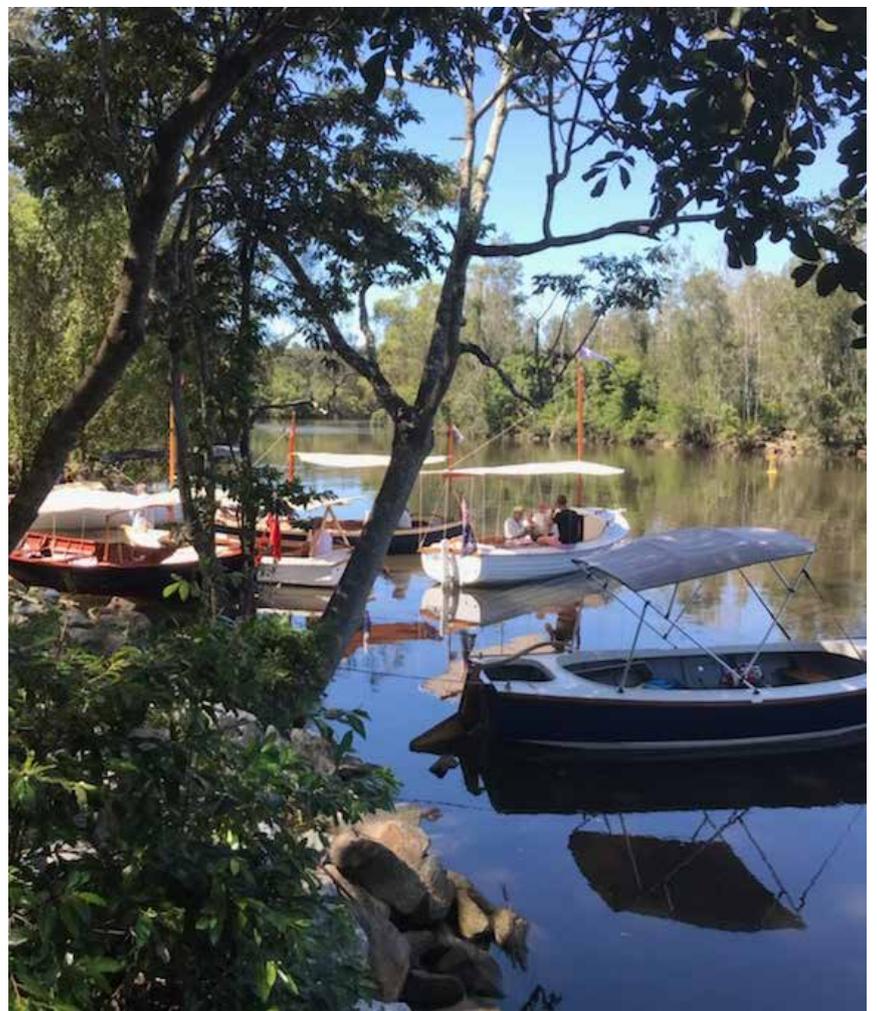
This became a reality for Margaret and I when we were invited aboard Rob and Fran Hardy's 16 ft putt putt 'Putten' (an original 72 year old boat, powered by a 72 year old Simplex 6 hp engine- all lovingly restored) for a week of cruising on some of New South Wales northern rivers. Joining us was a fleet of 8 other wooden boats ranging in size from 14 ft to 20 ft.

Boats came from far and wide for this yearly gathering which Rob has been organising for the last 20 years. This year there were four boats from Queensland, two from Lake Macquarie, one from Sydney, one from the Blue Mountains and one from Coffs Harbour.

Each boat was unique in its own way, as were the characters who manned them. Lex and Fred in Narnia (built for the movie of the same name) added a splash of colour with their matching shirts and entertaining yarns, John and Susan on Molly with their son, Chris and his wife Terina (The Maori Princess) took no prisoners when it came to having fun. Rob and Fran's son, David joined the fleet for a cou-

ple of days in Toby II with crew Mia 8yrs and Sam 6yrs delighted everyone by just being great kids. The rest of the squadron (which totalled 22) was great company.

Our base for the week was Nambucca Heads Fore-shore Caravan Park. We each had our own cabin. The day would start with breakfast at a Cafe overlooking the water and a discussion of the suggested trip for the day. Rob planned the trips according to



the tides so we would have an incoming tide for the trip up and out-going tide on the return. The boats would hit the water about 10 am. I was very impressed at the expert way all the boats were quickly launched from their trailers, engines started and circling the river ready to begin. In general Rob would lead the way but it didn't matter and the lead would often change until a tricky part of the river required Rob's knowledge to lead the way again.

One motor did not behave but in the true tradition of the sea the boat was quickly taken into tow and the crew could enjoy the cruise in silence.

Each trip would take about two hours when we would find a suitable spot on the bank to stop for lunch and a swim.

The trip back would sometimes turn into a bit of a race (if you can call 5 knots a race) and each night would be spent supporting the local clubs for dinner or a BBQ at the caravan park.

The rivers we explored were the Nambucca as far as Bowraville, the Bellinger River as far as Bellingen, Taylor's Arm, (an offshoot of the Nambucca), Warrell Creek to Scott's Head and a trip to the entrance of the Nambucca River.

Each river and creek offered a different vista, some with rolling pastures and cows cooling themselves in the water, others narrowing to beautiful streams with overhanging trees and icy cold fresh water. Everywhere there were signs of the recent floods, eroded banks, fallen trees and sadly, a dead cow decaying in the branch of a fallen tree.

The last day was a lay day and most of the crews went driving around the countryside before one last dinner together at which everyone put up their hand to do it again next year.

Just messing about in boats, what could be better?

Phil Heaney Shipwright.



Looking for 1 and finding 2 Stellas called Sinbad

By Peter Widders with Ray Edwards and Doug Brooker



'Sinbad' – the last boat
October 1996 - Dec 2001
A 26ft Stella – also known as
Southern Sinbad & Sindbad,
built in 1962 by Jeff Clist.

It all began simply enough with a call from a former wooden boat owner offering to donate his collection of Wooden Boat Magazines to the WBA. Collect or recycle? : a bit of a no-brainer so we set off to Lake Macquarie to make the collection.

There was a certain amount of interest in the trip as the donor, Ray Edwards, had indicated he was previously the owner of the Stella, Sinbad, and had sold the boat to Hal Harpur. The other aspect to the journey north was a chance to call in to the Lake Macquarie Classic Boat Association's annual open day at Rathmines, on the western shore of Lake Macquarie.

The magazines were duly collected after a chat with the generous donor. The yacht had been built by Jeff Clist in Annandale in 1962, for the then-Commodore of Royal Prince Edward Yacht Club.

Ray reported that 'the fit of the hull timbers was so precise that caulking was not used and there was never a hint of water ingress.'

He had lost contact with Sinbad and his last memory of the yacht was seeing her in very forlorn condition on Pittwater. I undertook to seek some

information through the 'Looking For' column in Scuttlebutt.

The visit to Rathmines was an enjoyable one with a warm welcome from President, and WBA member, Bill Coote, and a tour of the boatshed and assembled craft and stalls on display: a sparkling day with a spanking sou'easter of 25 knots to boot.



The February issue of Scuttlebutt listed the request for information on Sinbad including any details of her current whereabouts.

WBA Member, Greg Dwyer, responded with a text and followed up with an email to provide some important information.

Sinbad had been rescued from a fairly dire state and given a thorough restoration by Mackenzie Marine at Palm Beach. The restoration included a new teak deck. The yacht had been sold soon after the restoration. Greg included the information that the restored Sinbad had been at the 2019 Timber Boat Festival at RMYC on Pittwater. A bit of investigation followed with the websites of Mackenzie Marine and RMYC. Mackenzie Marine also made a new wooden mast for Sinbad after the original mast broke post-refit. Photos of Sinbad in her new-found glory at the Timber Boat Festival were duly passed on to Ray at Lake Macquarie, who was grateful for the updated information.

Ray also provided some additional background on Sinbad from his archives:

'On the 5th of December 1983, I bought Sinbad from Mr George Ralph of Allambie Heights for \$14,000. I subsequently sold her to Hal Harpur in October 1996. The exact price Hal paid escapes me but \$20,000 seems to ring a bell.

Now to borrow the title of your WBA NSW magazine, the scuttlebutt I learnt from George Ralph and/or his selling agent when I bought her included the following:

Lindsay Armitage was the Commodore of the Royal Prince Edward Yacht Club. This cannot be verified by me.'



Materials and Labour, Yacht Stella.
Mr. Lin. Amytage.

Iron Keel.	140	0	0.
Glue. Resobond & White.	55	0	0.
Varnish.	7	4	3.
Monel Nails. 1" by 16. 1 1/2 by 12. 1/2 by 12.	5	18	0.
Monel Metal Screws. 1 1/2 by 8.	10	0	0.
Brass G.S.H. Screws. 1 1/2 by 8. 2 Gross.	2	1	0.
" " " 1 1/2 by 8. 1 Gross.	14	9.	
" " " 1 1/2 by 8.	18	0.	
" " " 4" by 8.	16	0.	
" " " 2" by 12.	10	0.	
Copper Nails. 3/8".	6	0	0.
" Roves.	15	0	0.
" Rod. 1/2" 2x3/4"	1	15	6.
" " 1/2".	1	2	0.
Red Lead. 1 1/2 Gals.	5	8	9.
Spruce for Boom.	7	13	0.
Drain Plug.	1	12	0.
Brass Round Head Screws. 1 1/2" by 12.	1	5	0.
" " " 1 1/2" by 8.	18	0	0.
Monel Nuts. 1/2" 3/4" 7/8"	3	4	6.
Plastibond.	2	5	0.
Electrician.	30	0	0.
Lights (Carapark.)	5	12	9.
Fibre Glass. Deck, Cabin, etc.	21	14	9.
O'Brien Glass Ports.	3	12	0.
Oregon (Mast.)	16	0	0.
Ravia Stove.	7	10	0.
4 1/2" G. Metal Inlet Nipples.	4	15	0.
2 Sheet Winches. £12.10.0. each.	25	0	0.
4 Sheets Blonde Beeswing Panelyte.	22	0	0.
3 Lengths Cable.	2	15	0.
White Luminox. (1/2 of Galley.) & Adhesive	1	10	6.
Ventilator (Mushroom)	3	6	7.
Bollard.	3	10	0.
Rolla Reefing Gear.	19	0	0.
Mast Fittings.	28	10	0.
Port & Starboard Lights.	6	0	0.
White Lead Filling.	15	0	0.
Swan Bilge Pump.	9	17	6.
Stuffing Box.	1	12	6.
12 ft. Plastic Tube. (Clear.)	1	7	0.
6 Stainless Steel Hose Clips. 1".	1	0	0.
12 Ft. 1/2" Plastic Tube (Clear.)	1	18	0.
6 1/2" S. Steel Hose Clips.	18	0	0.
12 " " "	1	13	0.
6 " " "	1	5	0.
4 Sheets 6' by 4' Cedar Marine Ply.	1	0	0.
1 Sheet. 6' by 4' by 1/2". Ash.	18	14	0.
2 Sheets. 6' by 3' by 1/2". Cedar.	4	10	9.
2 12ft. Lengths 10 by 1 Makore.	3	10	0.
2 15ft. by 1. 1/13. 1/9.	4	0	0.
1 Length 9 by 2 Clear No.1. Oregon.	8	0	0.
1 Cowl Vent.	1	15	0.
1 Anchor.	5	4	0.
1 " " Check Set.	8	6	0.
Hire of Tarp.	2	11	6.
Standard and Running Rigging.	1	6	0.
Dayfoam and Bifoam Cushions (Bunks.)	71	5	5.
Ramin Quad.	32	10	0.
39 Gross. 1 1/2" by 8. Monel Metal C. Sk Screws	2	5	0.
Flat Brass Bar. 1" by 1 by 12. 1 by 2.	2	14	0.
2 Cabin Hooks.	8	0	0.
Red Bush.	3	0	0.
2 1/2" Plugs & Washers.	1	5	0.

19/7/ 1982.

Mr. L.R. Amytage.
... BOUGHT OF ...

J. & M. CLIST,
BOATBUILDERS,
Foot of Johnston Street,
ANNANDALE.

To building Stella Glass Yacht to order.	
Materials.	£1209.0. 8.
Labour.	£1986.3. 3.
Plus 12 1/2% Sales Tax.	£3195.3. 11.
	£ 399.6. 0.
	£3594.1. 11.
Less Payments Received.	£2950.0. 0.
Outstanding Balance.	£ 644.1. 11.

'When he raced her on the harbor, it was not uncommon for his competitors to ask "Are you carrying the grand piano again Lindsay?" This was a common reference to Sinbad's stately but slow progression through the race!

From my own experience Sinbad could never be called speedy, but set the sails correctly on leaving Port Jackson and no need to touch the tiller until the turn to port at Broken Bay - stately and ladylike.'

Ray provided a final anecdote from the Sinbad files:

'The first time Sinbad was sailed outside the Heads a swordfish decided to attack her hull and the swordfish bill penetrated her about midships. The bill broke off and fortunately remained wedged in the hole and prevented water ingress. When I owned her the small timber patch covering the hole from the inside was still visible.'



This fairly straightforward tale took a twist with a call from WBA Member, Doug Brooker. Doug advised that as an apprentice he had worked with Ron Swanson to build a Stella called "Sinbad" at the Spit in Middle Harbour for MHYC member Dak Harrington. She was launched in March 1962. This yacht was built with carvel Oregon planking on Spotted Gum timbers and was given a 'bobbed' counter so the rudder was inboard, rather than transom hung like the other Stellas. Photos before and after launching show an exquisite yacht of classic proportions, with a masthead rig – unlike the three quarter rig per plan.

I sent a photo of the Jeff Clist – built 'Sinbad' to Doug who said 'OK – we have 2 Stellas called Sinbad. It is interesting that both Sinbads are carvel planked, whereas most Stellas were clinker. The Stella was designed by Kim Holman (UK).





New 'Launching'

By Jon Bell

I met up with Michael Coleman in early March for a trial launch of George II, the David Payne-designed Rocks River Skiff I have been building, on and off, for 10 years! I'd put some extra woodwork into it in the form of bulkheads, hatches, deck beams, etc and the whole thing felt stern-heavy on land. I also felt David's seat-to-rowlock dimensions would not suit me so I had requested Michael's rowing and boat-building skills to assess the balance and rowing geometry before I finally fitted the rowlock pads, floor and fixed thwarts in place. I'd done basic waterproofing but no finish coat and if it rowed like a brick I was probably going to drive home via the tip and save a whole lot of work!

Very fortunate with the weather, considering recent events. I needed it dry inside to highlight any leaks! I put yellow stickers along the design waterline and a second set about 60mm higher to indicate how over-weight it was.

We tested the single rowing position first and all my concerns seemed to be largely for nought; a minor aft adjustment of the centre thwart (read plastic box) being all that was required to let the yellow stickers get equal shares of the sunshine. Then we loaded it up with a dummy passenger (Jane was disappointed to learn she could be replaced by a car battery, a lump of metal

and two buckets of water). The waterline did not appear to be unduly affected by the extra weight but there was a minor panic as a little rivulet of water showed up until we realised one of the buckets was leaking.

I tried two different oar lengths and adjusted the rowlock positions to be comfortable after moving the seat to get the balance right. You can see in one photo the rowlocks need to be much further aft to avoid the oars inboard getting tucked up in the release. I also found that the distance between the centre and forward thwarts (one position for single rowing and one for +passenger) would actually make it impossible to row comfortably with her ladyship at the stern so for nautical and matrimonial harmony I need to make it removable (the seat, not the passenger, although Michael did disagree with me on that point).

All in all a worthwhile exercise and I gave the tip a wide berth on my way home.

The official launch will be ... uhm ... later, this year, probably, well, possibly.





SOLARIS
By Dennis Songeon



Daniel Bombigher was a controversial icon in the 1970s French sailing community. He reshaped traditional boat building concepts to create elegant but modern vessels that captured the imagination.

Join us at the April general meeting (Tuesday, 12 April) to discover this unconventional designer, builder and sailor.

ABOVE: Designed 50 years ago but still built today – this Shpountz was launched in 2021

LEFT: Strip planking interior.jpg: Daniel Bombigher introduced the French public to modern wood composite construction

LEFT BOTTOM: He created romantic but functional, low tech living spaces for sea gypsy dreamers

BELOW: Most of his designs were built by amateurs



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 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 Tasmanian Clinker Dinghy- started life as a workboat and must be close to 90 years old.
The hull is Celery Top Pine and the thwarts are of Mahogany. She sails, rows or motors and is in good condition with no rot. She's currently on a trailer under cover at my home on the North Shore. - \$3,500 - Tony Eastley 0418657056



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 A Two cylinder Clae marine engine with spare gearbox, motor has water jacket issues, \$500 is basic value of magneto and carburettor

Three one cylinder Simplex marine engines in one lot -partially disassembled -need cylinder barrels and heads believed to be still available \$650

One Simplex island gearbox \$300

One large cast iron slipway winch with nylon hawser \$400

One large Seagull outboard motor no spark, probably points or coil. \$150.-

All pick up only – North-

ern NSW

Tony

tb4853@gmail.com

OR phone me after 6

pm on 0266477166



FOR SALE Kermit 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 Sil-ver 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 This Pram rowboat is a traditional Norwegian design. It was built in the 1970's in Balmain NSW in the workshop of the famous Nick Masterman, boatbuilder, applying traditional methods of construction and using the best timbers including celery top, silver ash, spotted gum, walnut.

Fast and safe rowing boat, fully equipped for the water with ropes, anchor, spare oars, fuel tank, etc. Vintage small Seagull outboard is included in the price. Trailer registered to 30 March, 2023 with new tyres and bearings.

This 3.20 metre Pram is in exceptional condition and has participated in many vintage wooden boat shows. It is currently located at Lake Macquarie, NSW.

All inclusive \$5,900
Alfonso 0419 788 868



FOR SALE 13 ft 9 inch Bill Fisher Skiff built in Huon Pine from lines taken by Ian Smith. Copper fastenings (nails and roves) throughout. The boat is located at Turramurra and is under cover on a cradle. - Price \$7,500
Jane Simpson - 0497698629 - jane02@bigpond.net.au



Are You Looking for:

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LOOKING FOR

LOOKING FOR - To the WBA of NSW : to anyone who is happy to do so ...

My name is Jaime Arvela and I live in Earlwood. I have a good sense of humour and I hope you are the same. I would like to be taught the basics of sailing, using the wind, not a motorised craft – on a smaller sailing vessel by someone who is competent and can teach me the basics. I'd like to do so preferably on any waterway in the Greater Sydney area. Yes – I will wear white soled boat shoes or whatever to not mark your boat's finish. I am fully vaccinated against Covid-19 and will adhere to your rules on board respectfully. I do not own my own life vest but brush my teeth every evening (what's left of same) every evening. I was born in Wollongong to Portuguese Parents and am proud of Portugal's maritime history.

If you would be happy to fulfil my request, I would be happy to come on board. I am a member of the Wooden Boat Association of NSW and can be contacted on 0457386270.

Sincerely and warmly – Jaime Arvela

LOOKING FOR - Lead Ingots for the Martindale Restoration. The trustees of the MV Martindale Trust are seeking up to 5 tonnes of lead or lead ingots to replace missing lead ingots on the Martindale so we can lower the stern and reduce rock. Prepared to take smakk amounts. Willing to pay scrap price and collect in Sydney or arrange freight from outside Sydney. Please contact Ralph on 0404 003 138 or the mvmartindale.trustees@gmail.com - www.mvmartindale.com

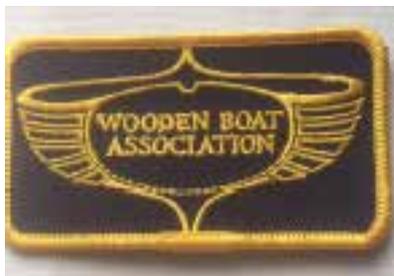
LOOKING FOR - I am trying to find a BMC Captain Diesel engine or locating someone who might be a diesel mechanic who can restore one of these engines for my wooden boat Thanks, David
0419120553 davidandsally1971@gmail.com



MERCHANDISE

Members are able to purchase /order items at General meetings or by email to the Merchandise Officer - Sally Ostlund salonsquarerig@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

General Meetings - Dundas Sports Club

- Tuesday, 12th April:** General Meeting - Denis Songeon: Daniel Bombigher - Naval Architect and Sea Gypsy
- Tuesday 10th May:** General Meeting - Lofting with Bill Thompson
- Tuesday 14th June:** General Meeting - Ian Smith - Building a Ranger

Committee Meetings – Gladesville Sporties

- Monday 18th April
- Monday 20th June

Festivals, Shows and Events - 2022

- Saturday 9th April 2022 - Bantry Bay Raft Up No 2 (New listing)**

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Member's Draw 2022

The Members' Draw was conducted at the AGM and Hal Harpur Award General Meeting on Tuesday, 8 March. Congratulations to the 10 recipients listed right.

Thanks to Mike Watson of Classic Boat Supplies for the sponsorship of one of the \$50 prizes.

Thanks also to Membership Secretary, Ross Andrewartha, for the operation of the 'event'.

- Peter Thomas**
- John Gale**
- Nick Lawther**
- Tony Brown**
- James Rist**
- Jerry Lees**
- Peter Roebuck**
- David Glasson**
- Geoff Docker**
- David Baldwin**