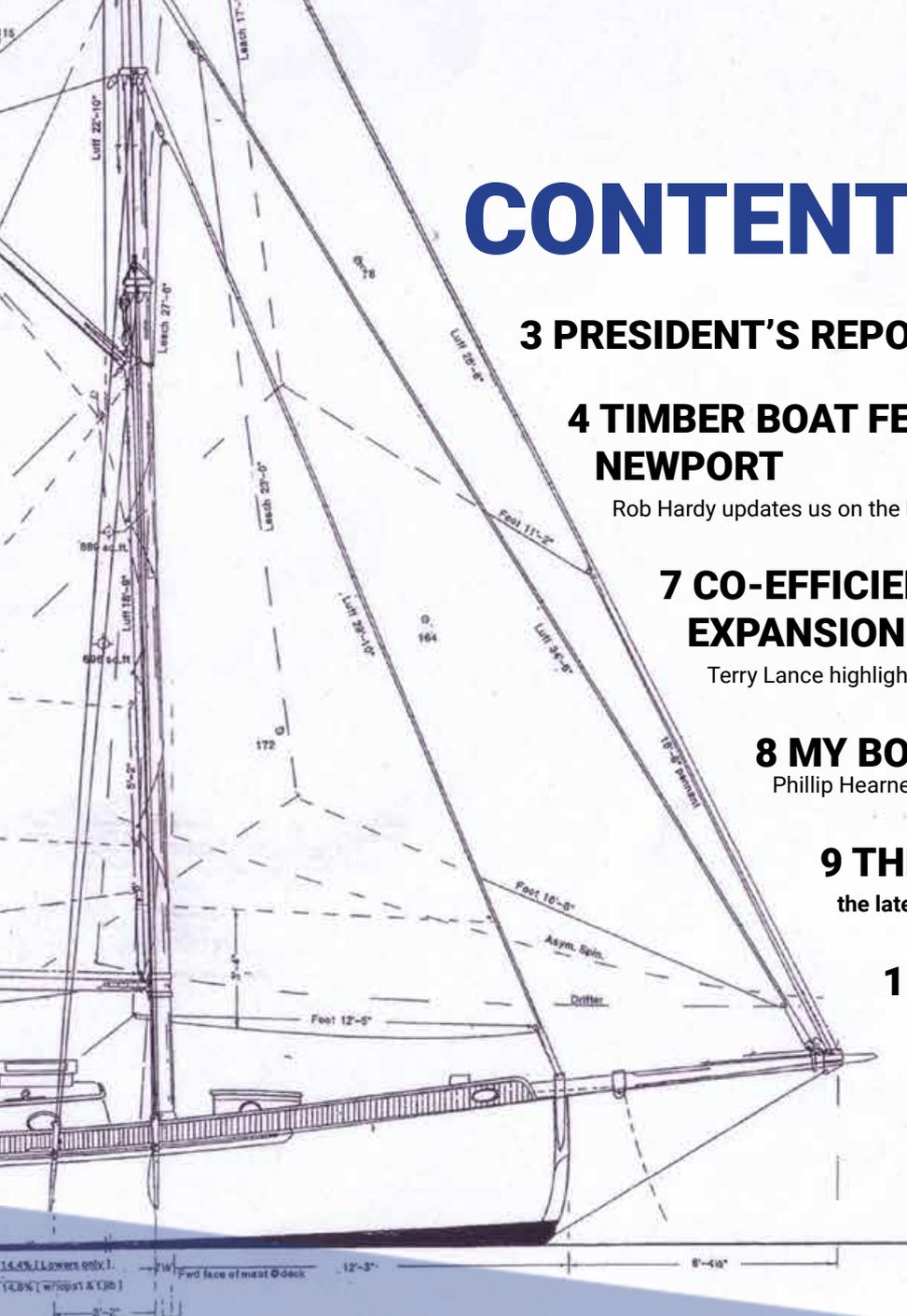


# Scuttlebutt

DECEMBER 2019



"Zephyr " originally a trawler now being used for day charter work. Zephyr was built by Mick Nesbitt .  
Photo by Rob Hardy



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Scale: 1/2"=1'



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# PRESIDENT'S REPORT

Peter Widders  
December 2019

Another Annual General Meeting of the WBA NSW Inc has been completed with the main order of business being the election of new Office Bearers for 2019/2020.

On behalf of all members of the WBA, I would like to express a big vote of thanks to our retiring Committee members for the leadership, commitment and initiative over the many years they have been loyal servants of our association.

Jon Bell recounted that he wandered along to a WBA meeting in 2010 to enquire about building a recreational rower. He ended that initial meeting as Treasurer and then became President (2016-2019). Both roles were completed with aplomb by Jon while running, with wife Jane, the very busy Woronora Boatshed and Cafe. Jon is looking forward to finishing the aforementioned recreational rower.

Chris Goddard served as a Committee member for a number of years and was President (2007-2010). He took over the role of Editor from Jeff Clout around 2007 and introduced the colour version we enjoy today. Chris did a terrific job, producing quality issues with a frequent shortage of material to work with.

Ross McLean served as a committee member for 10 years including a stint as President (2013-2016). Ross was a regular presence at Wood Shows and assorted festivals as the principal organiser of the WBA's participation at such events. Ross also served as WBA Liaison on the Australian national Maritime Museum Steering Committee for the Darling Harbour Festivals. Ross has indicated he will be pleased to continue to serve the Association as co-ordinator of Festivals and Shows, as well as liaison office on the C&WBF Steering Committee.

Alan Williams was a committee member of long-standing. His irreverent artworks and articles were a feature in Scuttlebutt while his WBA Christmas Card collections were always well received. Alan led the dinghy-build project at the Sydney International Boat Show. The finished dinghy is now doing service on Lake Macquarie under the ownership of the raffle organised by Afloat Magazine.

Ken Travers was another long serving committee member who was also our 'Raffle Supremo' with a regular collection of tools to offer as prizes. Ken organised the occasional Georges River outings for the WBA on his gentleman's cruiser. A heartfelt thanks from us all for your contributions.

We were saddened to hear, on the first day of the RMYC Timber Boat Festival, that long-time member and supporter George Gear had passed away. George, with wife Christine, handled the monthly folding and mailing of Scuttlebutt for many years and were both regular participants in a variety of gatherings in their 1932 Putt-Putt 'Melkirdan'. The December, 2017 cover of Scuttlebutt, featured George and Chris on the Dawson River, having, in Terry Lance's words, "more fun in a boat than I've seen in a long time." Fair winds George.

The November general meeting featured our President-elect talk about 'Boats and Ships of Europe'. A slew of slides featured boats and ships ranging from the lake boats of Switzerland, a Spanish Galley at Barcelona, the Mary Rose at Portsmouth (UK), boats of the Norfolk Broads and a broad selection of historic and current boats and ships from Scandinavia. In the lands of the midnight sun, it doesn't get much more diverse than the Vasa, Sami Boats, fishing boats of Honningsvaag, the campaign to sink the Tirpitz in WW 2, the Gokstad and Osberg Viking Ships of Oslo and the 59 diverse Tall Ships 'discovered' at Bergen.

We finish 2019 with our typical flourish of the WBA Dinner and Hal Harpur Award. With another batch of very worthy nominations, the Award will be a fitting culmination of our year. The Award is "for the person or persons who have in the past 12 months completed a project which best contributes to our objectives of encouraging the retention of wooden boatbuilding skills or the preservation of wooden boats

and artifacts." (NSW WBA Hal Harpur Handbook) This year, we have one of the most diverse 'fields' seen in recent times: this augurs well for another interesting Q&A with our nominees.

With 3 ex-Presidents, 1 Editor, 1 Festivals/Shows Co-ordinator, a Raffle Organiser and an Art 'Director', standing down from the Committee at the end of 2019, the WBA has lost a large 'bank' of leadership and expertise. The current Committee is shown on this page with a few vacancies yet to be filled. Please consider joining the Committee to contribute further to your association. I look forward to welcoming everyone to the WBA Dinner and Hal Harpur Award Night on Tuesday, 10 December.



Outgoing President, Jon Bell presents the President's Burgee to new president, Peter Widders.



# Timber Boat Festival at RMYC Newport

By Rob Hardy



**Images:**

**Bottom Left**

View of the RMYC Timber Boat Festival 2019

**Bottom Right:**

Beautiful yacht "Sophie Wackles" on display at the festival

**Facing Page Top:**

39ft Ed Burnett-designed cutter 'Lucy'

**Facing Page Bottom:**

Stella "SINBAD", Beautifully restored half cabin launch "PRIMROSE" and folk boat, "TUP" built by Johansen in 1961 and owned by member, Greg Dwyer. All three boats were in beautiful condition

The 2019 Timber Boat Festival at the Royal Motor Yacht Club at Newport was the first after the new marina extension had been completed. The additional 54 metre extension provides more berths and room for the Club and allowed more timber boats to be exhibited. This year, there were 80 boats on the water and more ashore. Of all these boats, 16 were owned by WBA members.

We were able to come into the marina from Wednesday afternoon and many took advantage of this. The Club relocates their boats from many marina berths to other marinas and to moorings which involves a lot of planning and work.

This Festival gets better every year and this year's festival was the best we have attended and the Club is to be congratulated for their fine effort. Boats from Port Hacking to Brisbane Water were there and even some from interstate, including Tasmania. From the smallest to the biggest, from immaculate to work in progress, they were all there. A wonderful variety of boats, all cherished by their owners, and all with a story to tell.

The Club and Marina staff worked exceptionally hard, alongside the members of the RMYC Timber Boat Division to welcome all participants and place their boats to their advantage, resulting in boats looking like they were at a festival rather than on a marina.

The RMYC's recently commissioned floating pontoon, "THE PEARL" was used to its advantage when the festival welcoming party was held aboard on Friday evening with drinks and nibbles provided. Some very pleasant welcoming speeches from the RMYC CEO and Timber Boat Division Captain were made and it became obvious that all participants were welcome to use all the club facilities and to attend the casual Timber Boat Division dinner that night.

Visitors started to arrive from 10am Saturday and there was a steady stream throughout the

day, some taking advantage of steam boat rides aboard SL WITCH OF ENDOR. A crowd puller was the 22' open timber launch "LADY FRISCO", built in 2015 by the Wooden Boat Centre in Franklin, Tasmania of Oregon, WRC, Huon Pine and Aust Red Cedar. Owner Andy Moran had restored the 5 HP Frisco engine built by Standard Gas Engine Co in 1910 and decided to have the boat designed by Paul Yorkside originally as a steam launch, built to suit the engine. The old engine was started on the hour.

Another great story of success was the 20' half cabin launch owned by the son of WBA member Terry Winterbottom. "PRIMROSE" was bought for a carton of VB when half sunk, and lovingly restored to a finish which really is too good to be in the water! Just immaculate!

Our boat, MATANG, was built by the renowned shipwright, Mick Nesbitt. There were three boats at this festival built by Mick Nesbitt, STARLIGHT, MATANG and the trawler, ZEPHYR.

Another boat on display with a story to tell, and more stories to come, was 40' yacht, LUCY. Many members who attended the last Australian Wooden Boat Festival in Hobart would have seen LUCY. Owners Kristal and Gerwyn attended the Wooden Boat School in Franklin, Tasmania and were two of six students building a 36 ft carvel planked motor boat over 18 months. This course gave them the confidence to build LUCY. With the assistance of a fellow student, LUCY was built over a five year period. LUCY was designed especially for them by Ed Burnett in the UK. The hull is Huon Pine and Celery Top Pine and is traditionally caulked. Since launching, LUCY has circumnavigated Tasmania, visited the Whitsundays, circumnavigated the South Island of New Zealand and is currently heading for Japan.

A boat to watch for progress was a first time exhibit, the 65' cray boat YOOTHA. YOOTHA is a very big vessel and needs lots of work, however the new owner is aware of this and it is his intention to come back to the festi-



**Images:**

**Right:**

Frisco engine by Standard Gas engine Co, built 1910 now installed in the Gentleman's Launch "Lady Frisco"

**Bottom:**

Restored half cabin launch "Primrose"

val each year so progress can be seen.

The Timber Boat Festival Dinner was held in the Top Deck Function Room on Saturday night and was attended by over 100 people. It was an excellent night and the opinion of our table was that the food was the best ever at one of these dinners. The usual prizes were awarded and the sponsors thanked. The evening consisted of canapes, two course meal, lucky door prizes, entertainment and a complimentary drink on arrival.

Sunday arrived fine and warm. The historic ferry RELIANCE ran a shuttle service across from Bayview, The Sydney Heritage Fleet ferry PROTEX ran tourist trips and the WITCH OF ENDOR was again steaming passengers around the Newport area. The live music played all day, the flags were flying and the trade stalls in the "Festival Hub" in the carpark were alive with interested prospective buyers, including Ross and Sally who set up and manned the WBANSW info stand for the weekend, using their US Cat Boat, BUCCANEER to add to their presence. Ross and Sally are to be thanked for their regular presence at this festival in promoting the Wooden Boat Association. There was all day wine tasting on THE PEARL, where visitors could sit at tables and chairs and shelter under umbrellas while watching the world go by. Some boats started to leave Sunday afternoon, but most of us stayed on overnight and sadly left on Monday morning

For us, the RMYC Timber Boat Festival is best



festival in the state. All involved at RMYC should be congratulated on a wonderful weekend. We will be back to what I hear will be an even bigger and better event!

Rob Hardy  
MATANG



# Co-efficient of Thermal Expansion

By Terry Lance  
Source: Steam Leak

While fitting out my steam boat 4 years ago, I kept getting my shirt caught on the join (gap) in the brass half-round rubbing strip on the gunwhale while walking around the boat, and decided that the whole thing should be in one piece. Why, it was only in 2 pieces because the material came in 12 ft lengths, wasn't it? I dutifully silver-soldered it all together and screwed it into the gunwhale and stood back and admired my work.

After a month or two, and a couple of hot days, I found a few brass screws on the driveway under the boat, and noticed the brass strip was hanging loose where it should have been tight. It didn't take long for the penny to drop, but I persisted until recently.

Given cool nights in Penrith, and the heat absorbed by metal in the sun midsummer, it would not be unreasonable to get a temperature differential of up to 80 – 100 degrees C.

Brass has a linear coefficient of thermal expansion of 0.000019 per degree C. Ignoring how much longer the boat grows in the sun (!??), my 5.6m long brass rubbing strip could have been expanding by nearly 9mm to 5.6085m.

This had the effect of 'springing' my brass strip away from the gunwhale enough for several screws to be pulled mercilessly out of the timber, and mostly lost. My good slotted brass screws too!

Last month I put the angle grinder through the brass and screwed it all back on, but not before giving the new screws something to bite into. I drilled the old worn screw holes in the gunwhale out to 8mm, being careful not to go too deep. I then, using my cheap Aldi plug cutters, cut enough plugs for the job from a stick of Bunings Tas Oak 20x12 DAR (cheap enough).

A good dose of epoxy and tap in with the hammer, next day shearing them off flush with a chisel. The new screws now had fresh timber to bite into.

So far, and I know the temperatures have been mild, all is still tight. If I see it 'springing' again, it will be time to get the angle grinder out again.



# My Boat 'JENNI-G'

By Phillip Heaney  
Shipwright

It is the sign of a well-designed boat that she retains her design features from owner to owner. This is because these owners appreciate the original designer's art. Jenni-G is one of those boats. Her present owners Allan and Marilyn Jones acquired Jenny G in a very rundown state and they have restored her to her original state to a very high standard, retaining all the features of this well-designed boat.

Jenni-G was launched in 1980 by her original owner Ron Young in a corner of Peter Bracken's yard at Kurnell on the southern shores of Botany Bay. Ron Young, with the help from some friends took three and a half years to build her. She is carvel built, has an Iron Bark keel, Spotted Gum timbers, Spotted Gum planking to the water line and Oregon topsides. She is copper roved fastened. Designed by the American designer Ed Monk as a 34-footer she was lengthened to 36 ft (approved by Ed Monk's son, a boat designer in his own right) with a beam of 12 ft and a draft of 5ft. To power Jenni-G Ron acquired a 1971 model 5L.W. Gardner diesel which develops 75 H.P. A 7.5 K.V.A generator is installed driven by a very large Petter diesel. She carries 1550 litres of fuel and 650 litres of water. Ron's trade was as a Refrigeration Engineer so she is equipped with a large 1.5 cub metre freezer and fridge,

these have been updated from compressor run systems to the more modern 24-volt system. Everything on this vessel is robust and made to last which has been proven after years of successful cruising.

After she was launched Ron lived aboard and cruised with his family for three and a half years. The boat was named after their daughter Jenni. They cruised as far north as Lizard Island and to Tasmania twice which included a circumnavigation of that Island.

Ron Young passed away about 22 years ago and ownership of the boat passed onto his son who had little time to look after her, although he did slip and antifoul her each year. In 2011 JENNI-G' fortunes changed when Allan Jones (not that Allan Jones) spotted her on the end of the marina at Dolan's Bay. It was love at first sight! Allan decided this was the boat for him.

Negotiations began with the son but it was to take 12 months, before he was convinced Allan that was the person to look after her. With a little intervention from the son's mother, a deal was struck and Allan and Marilyn became the new owners.

JENNI-G was in a sad and sorry state. Hand rails were bent, paint was peeling off the topsides and down below was very untidy and smoke stained. Allan, a qualified French polisher and cabinet maker who also holds a builder's licence, was well placed to tackle the job ahead. He and Marilyn worked full time for 12 months completely repainting the inside and out, stripping all the paint below the waterline and epoxying coating all the timber which was in excellent condition under all the grime. The engine room was a challenge! The floors were oil soaked and the space needed some T.L.C. You could eat your lunch in there now. The interior is featured



with Australian cedar which Allan is still in the process of restoring it to its natural beauty. Other improvements, were the addition of solar panels, a 2000-watt inverter, all new electronics, and as mentioned an updated fridge and freezer system. Marilyn has added her touch with new upholstery, curtains, etc. Allan and Marilyn really like to use JENNI-G around the Port Hacking where they are members of the R.M.Y.C. Jenni-G and her crew are also a favourite entry at the Sydney Wooden

Boat Festival and the Newport R.M.Y.C Wooden Boat Festival. The Heritage Festival at Lake Macquarie was also a destination until that festival sadly stopped.

JENNI-G is very lucky to have two dedicated custodians.

That is all we can hope for to keep these beautiful and unique wooden boats going.

Phillip Heaney shipwright.



**Images:**

**Bottom:** Robert Young's 'Lizzie' looking very pretty sailing one up.

We are well into November and sitting in our shed with jackets and beanies. There is snow down to 800 meters and we have had a week of strong winds, occasionally gale force. During the week we have also had 50 ml of beautiful rain. Before that the ground was totally parched. The first rain was accompanied by a thunderstorm. Long before that, perhaps even eight hours,

you could smell something; a promise. A wave of emotion swept over Gilli and I when the real stuff started falling and continued. So I can imagine how the farmers feel when their prayers are answered. I can also imagine how they feel when their prayers are not answered... for 4 or five years. After that I couldn't even blame them for asking the government for help. Desperate people clutching at straws.



A Gippsland Lake report. Number one, we have not been for a decent sail upon it for several weeks due more than anything to insatiable demands of putting the finishing touches to our house/hut. When my family first came to Australia from Wales (near England) we lived in a corrugated iron nissan hut along with many others. I was not quite six. I feel I am returning to those early roots as our new dwelling is made from the same material. There is a lot to be said for the nissan hut design, especially in windy areas. In the case of a flood or a monumental historic tide one could possibly invert them and sail off or just stay around tied to the clothes line.

Back to the lake or lakes, the water is very clear at present as there has been very little run off from the huge catchment areas and no alga yet, which develops in summer. We are possibly 20 kilometres from the entrance by water and so there is only a slight taste of salt. The lakes were once cut off from the sea and so were full of fresh water. When the delicate barrier to the sea was breached by nature and humans, the life inside had to adapt from fresh to salt. We are looking forward to exploring and experiencing the lakes.

I must comment on Phil Heaney's article. How on earth does he keep his work space so clean and tidy? He may finish the boat before we finish the house.

Today I was invited to crew on a late model f'glass dragon, a 30 foot out and out racing boat designed in 1928. This was out of Metung sailing club. Very exciting but hard work in a breeze. There are so many lines leading back to the cockpit and of such small diameter that it is more like a musical instrument than a sailing boat. The fine tuning is much the same. We came second out of a fleet of about 12 so I may be invited again. I have also crewed on a very old timber dragon, which was terribly handicapped by the weight of life rafts, flares, copper sheeting for emergency repairs, spare timber for same, a large 240 volt fire pump and generator to power it, two life jackets per person over immersion suits & etc and this racing only 5 cables from shore. Well it's wood in it and probably full of worm and rot and affgaloninitis.

Half way through the month of november and very dry again here, our 50 ml a distant memory. I am not complaining, we turn the tap on and cool clear water comes out and keeps coming out; the dam will never dry up; the supply will never run out.....will it?

The Paynesville rally is reaching huge proportions. Where to fit them all. The Hobart

festival started much the same. Well worth a look.

One of our neighbours has pulled his boat out for its biannual clean up. He is the same neighbour who refurbished the 104 year old fishing boat, which was mentioned in a recent article. He is Robert Young and been around these parts all his life. A real character. His boat is called 'Lizzie Maie' or just 'Lizzie'. I thought it was another that he had done up but learnt today over a red wine that he built the boat from scratch roughly off the design of a lakes fishing boat but with influence from the couta boats. So she is only 3 years old and probably has a hundred years in front of her.

22'6" long and built of the best materials; Huon pine Cellery top and King Billy.

It is Saturday 23rd. On thursday we had 41.5 degrees and 35 knots from the North West. The last time I experienced those conditions was sailing on Botany Bay where we had 40 degrees and 40knots. 80 homes in Como were burnt and I believe 4 lives were lost.

On a brighter note the house is nearly finished and we are going sailing tomorrow in cool and moderate conditions.

Gilli and I wish everyone a safe and happy Christmas

#### Images:

**Bottom:** Robery Young and the beautiful boat he designed and built in his spare time



# Membership

# BUY SWAP and SELL

Membership Renewals were forwarded last month. Membership has been maintained at \$45. Renewals made by card reader (at a meeting or a show etc will attract an additional \$1 fee. Payment by all other means (cash, cheque, direct deposit) will be at the \$45 rate. Our financial institution levies this fee on the association.

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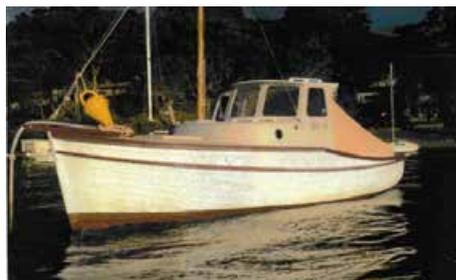
WBA members may place a non-commercial ad free of charge if the member's name and phone no. appear. Non-members are charged \$40 with a picture and text. Ads will run for two issues, member's ads longer if you ask for an extension. Submissions close on the 21st of each month. NOTE: Items for free, No Charge. Contact the Editor.

## FOR SALE FOR SALE "Epacris" Classic 18' Clinker Harry Dundon Putt Putt

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Contact Stephen 0401604415



## FOR SALE

Durden thicknesser - 3 phase power. 350mm width bed; 2 speed feed. Spare set of 4 sharp knives. A good solid, older machine made in South Australia. \$1000 negotiable. Call Grant 0400844 716



# Merchandise

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

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

## New item



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## MERCHANDISE



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

## ON THE HORIZON

December 10th WBA Christmas Dinner and Hal Harpur Award Night, Gladesville  
December 16th -Committee Meeting

### NEXT YEAR 2020

- January 14 January – Film Night and Member’s Projects
- February 11 - Guest Speaker - Japanese Tools Australia
- February 22-23 Raft-up at Bantry Bay
- February 29 - March 2nd Paynesville Classic Boat Festival, Gippsland Lakes
- March 6-9 Geelong Wooden Boat Festival
- March 10 –Ross Marchant – The story of a Halvorsen-built air-sea rescue boat – Oceanus.
- April 14 – Hugh Cross + Raffle of donated Artwork
- May 1-3 - May Classic and Wooden Boat Festival, ANMM Darling Harbour
- May 12 – Ian Smith: Building a Ranger