

Scuttlebutt

February 2021



Phil Heaney's 'New boat'
Read the latest installment on page 6

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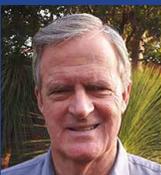
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PRESIDENT'S REPORT

Peter Widders
February 2021

2021 Events

It does seem a touch hopeful to see the word 'events' in the heading above. Given the impact on Covid 19 on the world at large, we continue to plan for a number of 'events' to which the WBA can invite members.

Bantry Bay Raft-Up

The Committee has decided to hold the annual Bantry Bay Raft-Up on Saturday, 20 February 2021. This popular event is shared with the Sydney Heritage Fleet who are hoping to attend once again with Boomerang and Protex. Members are invited to gather in Bantry Bay in the morning and then venture ashore for a BBQ lunch (Bring your own). WBA member, Peter Mathews, has once again kindly offered to bring a gas BBQ for members to use to cook their own lunch.

Members are asked to advise the President if they intend to attend the Raft-Up.

President@wbansw.asn.au
0481583794

The Committee is also looking to host the 2nd WBA Webinar aboard at least 3 members' boats that will be in attendance. This will be an opportunity for members to share part of the event with those in attendance.

Details of the webinar are shown below and will also be included with the February E Newsletter.

Title: WBA Webinar: 3 Boats Time 2pm Saturday, 20 February (approx 1 hour duration)
Meeting link: <https://us02web.zoom.us/j/87665994135?pwd=VnJHQ3EzREVobFdlMkxvUzJFS1Z3QT09>

Meeting ID: 876 6599 4135
Passcode: 896836

WBA Annual General Meeting and 2020 Hal Harpur Award –Tuesday 9 March 2021

The Committee has considered a number of possible options for both events and has decided to conduct the meeting via the Zoom platform. With Covid 19 continuing to impact on gatherings, the decision to conduct the meeting via Zoom was the final option. The AGM will be a brief affair and will be followed by the 2020 Hal Harpur Award process.

Members will be able to join the meeting by following the log in procedures that will be provided in the March E Newsletter and March Scuttlebutt.

The World of Boats

A recent foray into some research for a new project has resurfaced memories of past and current debates about boats and classifications of those same boats. I am exploring the building of a skin-on-frame kayak due to a desire to explore a different construction technique rather than build another boat using familiar methods. The search has raised the question: 'Is it a wooden boat?' This harks back to the debates of the 1980s, and later in some circles, of whether techniques such as stitch and glue construction deserve to be considered alongside traditional construction methods. Wooden Boat Magazine, a key driver of all things wooden boat, only accepts ads for boats with a wooden hull. The debate, thankfully, appears to be well-settled with newer construction techniques leading an explosion in the ranks of amateur boat builders and producing many excellent craft. There are echoes of this debate in a number of more recent 'discussions':

1. The presence of super maxis in the Sydney to Hobart Yacht Race has raised questions about the nature of sailing when such boats require engine power 24/7 to operate power winches and canting keel mechanisms. A number of correspondents on the matter have proposed solutions including the creation of a separate division for such yachts. Alongside this ongoing debate, the issue of 2-handed entries for the ultimately cancelled 2020 race, raised similar passions on both sides of the argument.

2. The latest chapter of the America's Cup has seen similar passions raised in support of and against the design selected for the Cup.

The constant theme in all of these debates and discussions appears to be 'change' and our own views on whether this is a good or bad thing.

This leads back to my original question: is a craft with western Red Cedar stringers and steamed Celery Top Pine ribs, covered with a nylon or polyester skin, a wooden boat? I invite your thoughts and opinions.

Scuttlebutt Section – 'Looking For'

This new sections was introduced in 2020 and has attracted a number of requests. I can attest to the value of 'asking the question' when my request in the January 2021 Scuttlebutt was answered very promptly by a WBA member who generously loaned not 1 but 3 titles to assist my new endeavour.

Please let us know if you are looking for something: the very item may just be squirreled away in a member's shed, library or archives.

Paynesville Classic Boat Rally

Congratulations to Peter Medling and the hard-working team on picking up 2 awards in the Australia Day processes: Community event of the Year for the whole East Gippsland Shire and the Paynesville Area Community Event of the Year. See you there in 2022: 4- 6 March.

Stay safe and connected until we can meet again.
Peter Widders

Vale - Steve Brompton

By Peter Widders with Malcolm Wright
and Malcolm Boyd

Images:

Top:
Steve (centre) enjoying
the ride home on the
James Craig.

Bottom:
Steve (standing) and
Lynne (blue top) at
the 2016 C&WBF at
Darling Harbour.

Steve passed away on December 28 after a brave battle with pancreatic cancer. He will be well known to members after a long association with the WBA, his proud co-ownership of the Tassie-built sloop Dolly Peel, and his presentation, with wife Lynne, on their shared passion of Canal Boating. Steve and Lynne enjoyed a number of trips in the UK, Ireland and Europe.

Steve and Lynne lived in the Denistone East area before moving to Drummoyne and an escape in the Blue Mountains. Steve was a Secondary Teacher in the NSW Public School system and spoke fondly of the year spent as exchange teachers in the Lake District of the United Kingdom.

Malcolm Wright

My connection with Steve started in WBA but grew through many common interests. Our yachts were the main one, as they are similar size and we were both working on them while they were on the moorings.

He was a very keen and involved member of the MG Car club. We had both restored Vintage cars, including the making of new upholstery. We shared many tips & ideas.

Steve was very generous with his time and was always interested in the progress of the current project.

Malcolm Boyd

I too got to know Steve through the WBA and got closer when we realised that we both had 'escapes' up in the Blue Mountains. Jane and I did connect with Steve and Lynne up there once and were hoping to build on that sometime. I was fascinated by his interests in vintage cars as well and also their interests in canal boating. He sought my help with his WBA presentation a couple of years ago – so interesting!

We also were both members of the James Craig crew on the return trip from Hobart in 2019. Attached is a photo of Steve on the bowsprit! Steve did enjoy that experience so much and was hoping to build on it. He will be sadly missed.



TWO BOOKS YOU CAN'T PUT DOWN

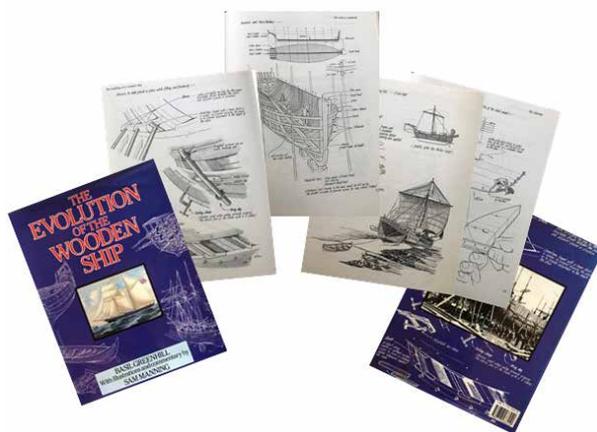
Reviewed by
Malcolm Boyd

The Evolution of the Wooden Ship Basil Greenhill and Sam Manning

I found this book at Lamdha Books at Wentworth Falls and grabbed it. I was just taken aback by not only what the book was about but also its amazing illustrations.

It was written by Dr Basil Greenhill, a former Director of the National Maritime Museum in London, as a special tribute to the evolution of building wooden boats, not only through its history but also from oral accounts of men who actually worked on the vessels. It describes in detail the building of a simple 100ton two-masted wooden schooner and also looks at the building of different types of wooden vessels including three- and four- masted schooners and barques.

What lifts it higher is the amazing illustrations by Sam Manning, a former boat builder and a noted maritime illustrator who presented the details in such exquisite form, providing so much information. He has been described as one of the best artists in the marine field. It was published in 1988 but provides such wonderful history in such a clear way. I would highly recommend it to anyone if they can find a copy!

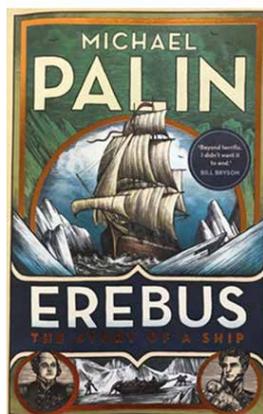


Erebus – The Story of a Ship Michael Palin

This is quite a wonderful book written by the talented Michael Palin – “former Monty Python stalwart and much loved television globetrotter”, when he discovered the amazing stories around the adventures of the unique ship “Erebus”. It was one of the last bomb vessel warships built in 1823 and only 104ft long and weighing 372 tons. They were ships that were built tough and demanded a high level of skill to find the right timbers to match their shape and provide their strength. In 1830 she was no longer needed for service and taken up for the opportunity to “extend man’s geographical and scientific knowledge by exploration and discovery” by the likes of Joseph Banks and others.

In 2014, its wreck was discovered in the frozen wastes of the Canadian Arctic after its whereabouts had been a mystery for over 150 years. Michael Palin has brought its fascinating story back to life in his inimitable and knowledgeable way. He explores its amazing journeys which opened up the Antarctic and led to its disappearance in Arctic as well as the careers of the people who were involved, including James Clark Ross and John Franklin. It is a “wonderfully evocative account of some of the most extraordinary adventures of the nineteenth century”, as quoted on the cover, or as Bill Bryson has said, it is “beyond terrific, I didn’t want it to end”!.

My thanks to Quirky for giving me this book. Such a fascinating story and so well written.



THE NEW BOAT PART X

By Phil Heaney
Shipwright

For six weeks in November and December we took a well-earned break and cruised down to the Hawksbury and Sydney in company with our good friends Rob and Fran Hardy on Matang. We had a great time and a good reminder of why we mess about in boats.



Reality kicked in and we returned home to resume work on the new boat. The first two weeks were spent making the doors and door frames for the side and back door and also the back windows, then another week sanding and painting. There are now two coats of high build all over, ready for the top coats, which will happen further down the track. Next, I installed the bronze fair leads and anchor rollers which I had case some time ago.

At last, the interior fit out could begin. This needs a bit of planning as it is important to install some items before the furniture is built in, otherwise you are in for a lot of swearing and cursing trying to get them in after the event. While the interior was empty, I installed the fuel and water filler pipes and breathers and also the level gauges, these I have positioned in places where they can be accessed in the future if they need replacing. The exhaust hose was another piece of gear which needed to go in at this stage. For some reason I was advised I needed a 100mm exhaust which seemed huge for a 75 hp engine. This took some manipulating to thread it through the engine room and bulkheads to its outlet on the stern. (A big thanks to Alan Stannard who volunteered a day's work for this task) I made a fibreglass outlet fitting with a bronze ring on the outside; it looks quite good, if an exhaust outlet can look good.



I particularly like the fit-out stage, the work is a lot lighter and you can see progress happen quickly. At this stage the dinette, galley and steering console plus seat are framed up about to be primed and painted. Later the Huon Pine bench tops with Mahogany trim and, similarly the cabin floor (sole) will finish it off nicely. The internal framing for the windows has been made. These took some time as they all have radius corners and a bevelled edge which looks better than squared mitred battens. These have all been epoxy coated and awaiting the arrival of the glass to complete the installation.



The next step will be the fitting out of the forward cabin and shower and toilet. The cabin will have two full size single berths, a dresser and a large hanging locker. The dinette can convert to another bed and the cockpit is big enough for kids to bunk in. We will probably install a compost toilet, we have one on Athena and found it very good: I will never have to unblock a marine toilet again.

All up I am very pleased with how she is progressing. She has the room of a forty-footer and with a bit of sail area and the good reliable Yanmar diesel she will make a very good coastal cruising boat. If we did not

already have Athena which we both love then this new boat would be an excellent substitute. On completion she will be up for sale, I hope to someone who loves wooden boats.

Phil Heaney Shipwright.



The Paynesville Report

By Chris Dicker



Living in a house near the edge of Bass Strait is a wonderful thing. At the moment we are experiencing a south west gale with thunder and lightning but even though our tin hut is creaking a little we are almost sure it will not blow down and the anchor will almost certainly not drag. Against a dark and stormy background the last of the sun is lighting up the gums along the ridge and the tea tree along the creek has turned to gold as the mangroves used to up north.

Gilli has been cleaning and preparing Westwind for her upcoming cruise into blue water. She inflated our lifejackets and found three out of four showed serious signs of deflation within an hour.

Just like your life raft they do not last forever so it pays to check them every year. Having written off all four life jackets we used them for a drill and found all Co2 cylinders discharged perfectly. We also have an out of date and out of service liferaft and I am considering having a drill with that too. This is all very important to wooden boat owners as they are prone to breaking up and sinking. (Sometimes the boats as well.)

Some great shots in last month's Scuttlebutt. The TS 16 is also one of my favourite designs and would be a perfect boat for the lakes down here. I have heard talk of 600 starters

for the Marley point race in the past and mostly TS16s. I have been along that whole gruelling course and it is hardly any wonder that people who have done it say 'never again'. Luckily we learn or we don't and we are there again next year. I really hope so. The veterans of the race might be up there with the Cape Horners and I feel sure can safely pee into the wind. When they take the gun at the end of the race they have earned a right of passage and the cooked breakfast put on by the Gippsland Lakes Yacht Club. When things get back to a 'new normal' and you have a trailer able sailing boat, the Marley point should be on your bucket list. If nothing else so you can say, 'never again'.

Some days later; the 21st of January in fact. The sun has just come over the rim and we are on 4 degrees and calm. We can hear the sea pounding away on the 90 mile beach from some left over Southern Ocean storm but the barometer is up and the forecast is for a fine day. Westwind is all ready for her trip south, we are waiting for the all clear for my crew to travel from Sydney to Victoria. Best wishes to all

On the remote Rossel Island, PNG



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.

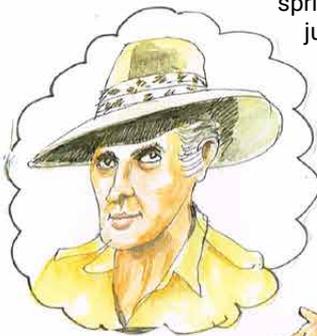
I arrived in Nairobi 55 years ago, mainly because I was so impressed as a ten year old at how dashing Stewart Granger looked in King Solomons Mines that I immediately decided on a more practical career change; from cowboy to African explorer.

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.

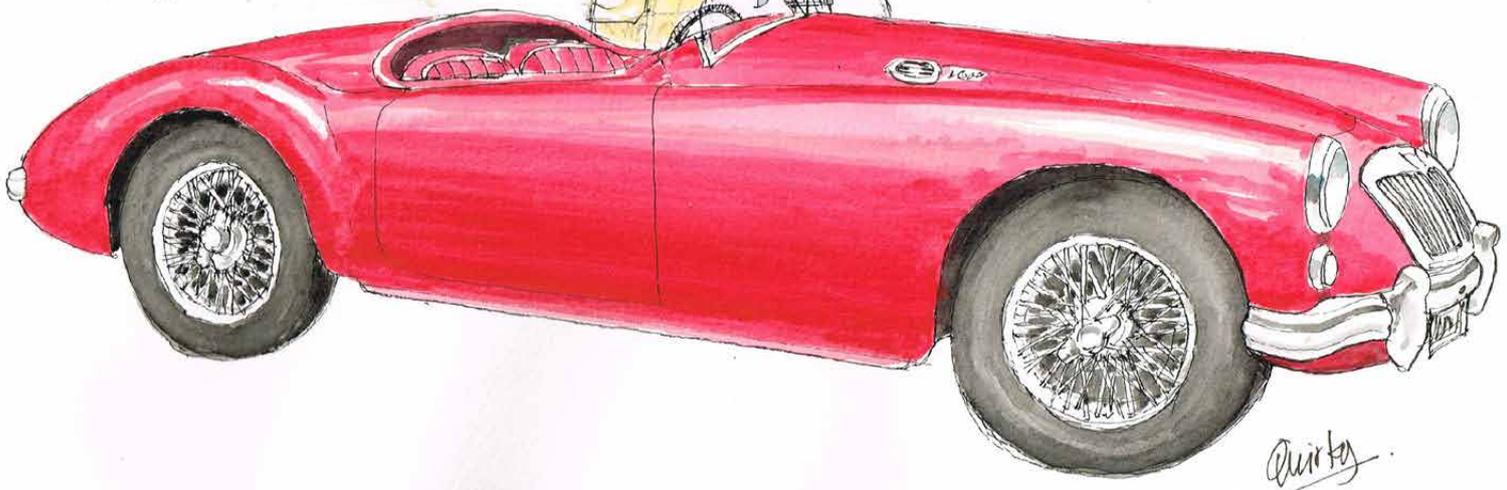
In the UK I had what I considered to be the best looking and handling two seater in my budget, a cream MGA. I saw only two MGAs in Nairobi and poked pleading notes under the wiper blades of both asking if the owners ever considered selling, please ring me. I received calls from both MG owners saying, 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 fire-arm ownership. There's some old Mau Mau stuff



Quirky, all safaried out, trying to look as dashing as Stewart Granger in King Solomons Mines.....



East Africa's most endangered species: The blonde crested white typist. Now extinct.



Quirky

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 Volkos 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?"

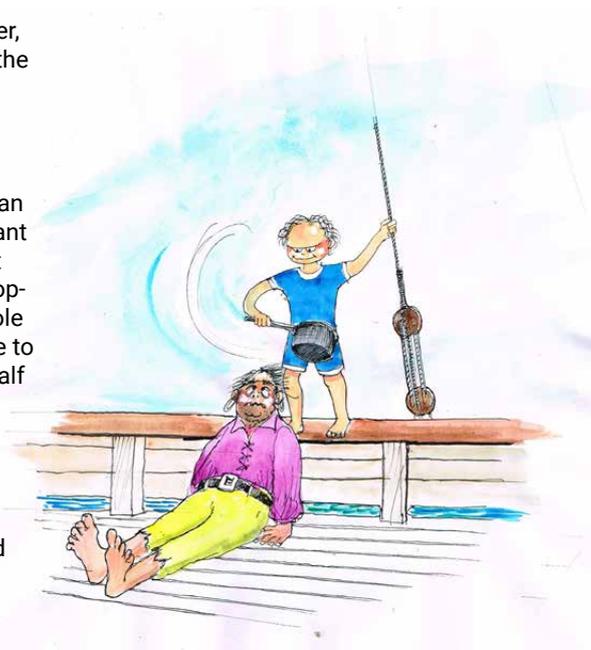
No, it is an open sailing dinghy did not have a cabin...or er, facilities, but she agreed to come and said she would bring a picnic.

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 down-pour 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.

BUY SWAP and SELL

WBA members may place a non-commercial ad free of charge for 3 months and then \$20 for another 3 months. Non-members are charged \$40 with a picture and text. Ads will run for three months before they are removed. Submissions close on the 21st of each month.
NOTE: Items for free, No Charge. Contact the Editor.

FOR SALE

Stunning timber Dingotto 5.1m sailing boat was built new in 2003, out of the Cantiere Montisola yard in Italy and was then shipped and imported into Australia after a major refit in 2017 also done at the Montisola shipyard. The boat is currently moored in Northbridge, Sydney Harbour.
Price \$20,000.00
Massimo Francioni
0458600331



FOR SALE - Beautifully restored boat, varnished topsides, cove green bottom, original leathered one piece oars, cotton sails, wooden blocks, oregon mast, red Blaxland pup, bronze shaft/ propeller/ vortex bilge pump, 2 rudders (one for sailing, one for motoring). Has been garaged for the last 20 years. Comes with trailer (needs to be registered) and black cover.
Contact Ben Goh - 0409927338



FOR SALE

"CLOVER" a traditional "Snapper Boat" designed by David Payne and built by the current owner in 2005-9. WRC strip planked hull. 10hp Nanni diesel. Felk trailer.
\$22 000 ONO - John Raymond - 0407667691



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 Acorn Skiff (Designed by Iain Oughtred) Beautifully crafted with attention to detail & ready to enjoy. LOA 13 feet 1 inch, beam 47 inches, depth 17 inches, sail is 48 sq ft with a sprit rig. Construction is 3/16 glued lap clinker plywood, all epoxy sealed & painted. Full sailing rig with swing rudder, as new sail, mast sprit, oars & cast brass rowlocks. The new custom purpose built fully galvanised registered trailer is also for sale separately (\$1,500).
Price \$5,500.00 -
Contact Stephen Pinn - 0404 332 978



FREE TO A GOOD HOME

The 'Whimbrel' is a 1940, approx 12m long, copper sheathed, wooden hull schooner, with extensive wooden carving inside (Solomon Islands), sleeps six with a head. We had been restoring her over the years but after sinking earlier in the year due to a ferocious storm and laying at the bottom for 2 weeks, she is now sadly in need of total restoration. She is floating and the bilge pump works, run by solar power. We are offering her free to a wooden boat enthusiast or a shipwright student wanting to practice their skills. She is currently moored at Berowra Waters and needs a new home.
Donna Horwood - 0438 436 880



FOR SALE -

Bronze propellers:
12" \$130.00
10 3/4" \$90.00
9" \$70.00

Contact:
John Wagemans
braeng53@optusnet.com.au
0415031064

Are You Looking for:

- Copper Boat Nails
- Silicon Bronze
 - Nails
 - Screws
 - Fasteners
- Oakum & Caulk Cotton
- Bronze Boat Fittings
- Jeffries Marine Glue
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02 9533 5470

0412 366 998

Bote-Cote@optusnet.com.au

BoatCraftNSW.com.au



LOOKING FOR

OARS NEEDED

I am looking for a pair of 8ft or 9ft oars – mismatched or lying around gathering dust to go to a good home. I would be happy to pick them up.

Ken Travers
Phone – 0431421864
Email – kensouci@gmail.com

LOOKING FOR INFORMATION

I am currently undertaking some research on a vessel that was built in 1978 by James & Brindle. Photo attached is Ocean Mist. What I have found so far, is a boat named Clean Mist built in 1973, I have found no other boats built by them. I'm thinking that perhaps Clean Mist and Ocean Mist are one of the same. The current owner has been told that her vessel had been to Tasmania and then to South Australia where she is currently undergoing a refit. This information was documented for Clean Mist. Have you any knowledge of James & Brindle.



LOOKING FOR

Vire 6 or 7 condition not important, i can fix whatever is needed.
contact John Wagemans
braeng53@optusnet.com.au
0415 031 064



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



Short sleeved white Polo shirt
\$32

ON THE HORIZON

Dick Bedell - Batehaven NSW

ON THE HORIZON

2021

Monday, 15 February: WBA Committee Meeting
Saturday, 20 February – Bantry Bay Raft-Up and Webinar
Tuesday, 9 March – AGM and 2020 Hal Harpur Presentation (Via Zoom)
Monday, 15 March – WBA Committee Meeting

2022

4-6 March 2022 – Paynesville Classic Boat Rally

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

WORLDWIDE CLASSIC BOAT SHOW

We have all experienced tremendous change in the last 12 months with the effects of COVID.

Offcentre harbour has been a fantastic platform for staying entertained with a boating fix from the safety of your own home, and now they are extending their reach into the realm of boat shows!

Held in February on the 19th - 28th online

Find out more:

<https://www.offcenterharbor.com/2020/09/18/worldwide-classic-boat-show-announcement/>

