

Scuttlebutt

JUNE 2020



New member Glenn Reynolds
aboard his yacht 'Free Spirit'
Photo credit Robyn Reynolds

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Julie Lowes takes us through the history of the HMAS Martindale.

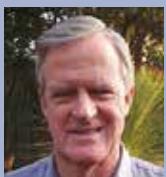
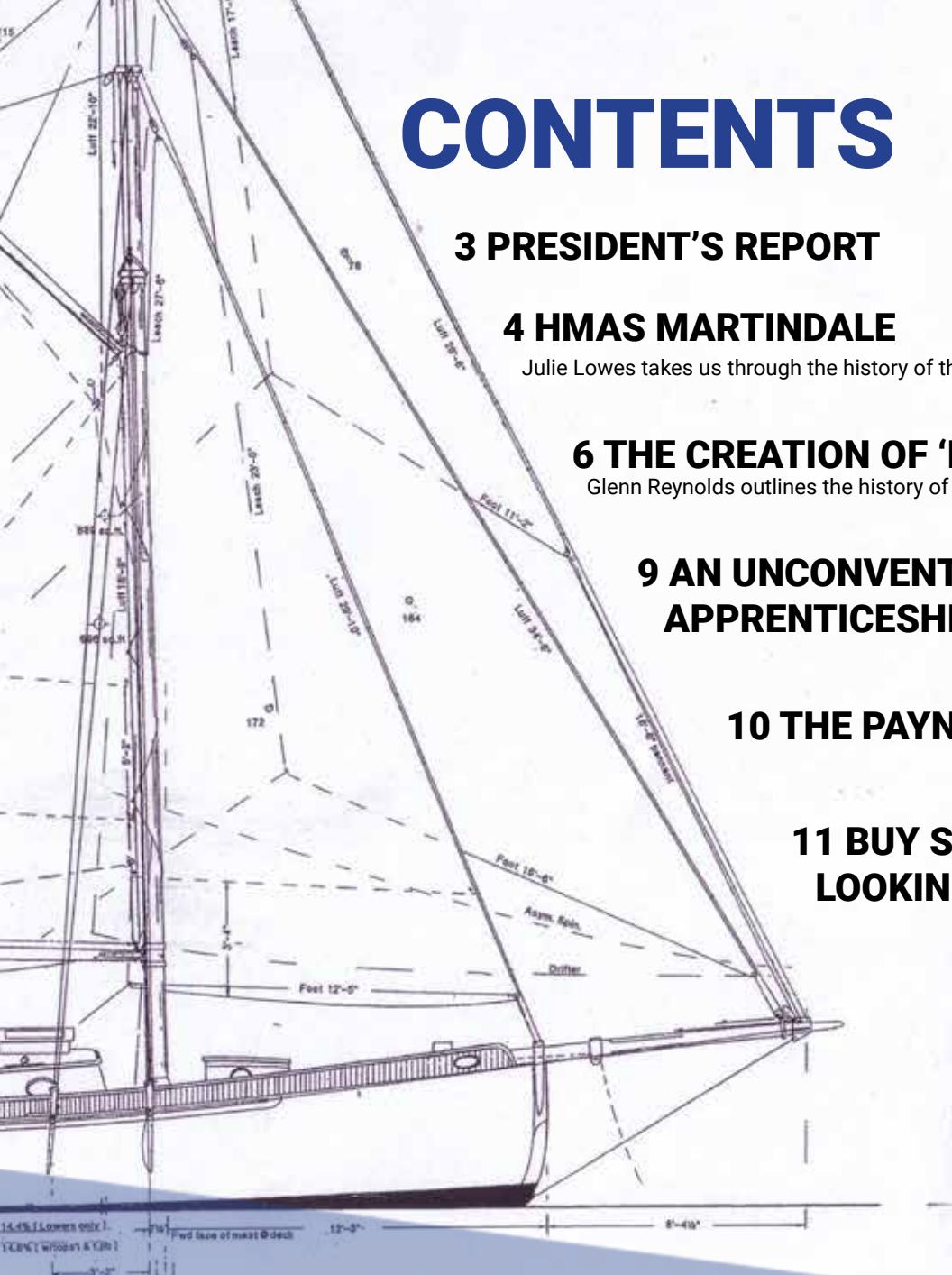
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PRESIDENT'S REPORT

Peter Widders
May 2020

Sporties Club

One of the industries that does not appear to have been impacted as severely as some other areas has been the building trades. There appears to be quite a bit of work around the suburbs in the very few trips I have made of late. Building trades were well ensconced at Sporties, Gladesville when a few of the Committee met recently to remove some WBA merchandise from our locker in the meeting room.

The Club is completing a total refurbishment of the kitchen which has resulted in a small loss of space in the meeting room. Club CEO, Brett Gibson, also advised that a new auditorium will be completed in January, 2021 in the location where the poker machines are currently located.

We look forward to getting back to the Club for our regular meetings.

Scuttlebutt Classifieds

The very healthy state of the Classifieds page in Scuttlebutt of late has led the Committee has approved some new guidelines for ads in Scuttlebutt.

1. For Members: A free ad will run for 3 issues of Scuttlebutt. A further 3-month run is available for \$20;
2. For Non-Members: An ad will run for 3 months on payment of \$40.

Due to the popularity of this page, ads will be removed at the expiration of the 3-month/6 month period.

Scuttlebutt ads are also placed on the WBA website.

LETTERS TO THE EDITOR

Welcome to a new section of Scuttlebutt which aims to provide a forum for members to comment, entertain, advise and inform of events and happenings out there in the big wide world of wooden boats and associated endeavours. Please drop a line to the Editor with your quirky tales, interesting happenings and other 'stuff' including requests or ideas for articles in Scuttlebutt.

This new section is also an ideal forum for our 'Ask Someone Who Knows'.

All contributions to:
editor@wbansw.asn.au

The Editor reserves the right to edit/decline letters submitted for publication.

The Secretary
WBA of NSW Inc

Chris Grear recently advised that the 14 ft putt-putt 'Melkirdan' had recently sold to a buyer from Yass who saw the ad on the WBA's website.

WBA Instagram Page

Our new Instagram page has 204 followers at the time of writing. Thank you to those members who have contributed material for the page.

The content on the page can only continue to be a source of promotion for the WBA with material contributed by our Members. We aim to do a weekly 'post' and can post up to 10 pictures at a time.

So – please send your pictures with a small amount of text via email: president@wbansw.asn.au

The Committee has also approved the opening of the WBA Facebook site to 'all comers'. This is another source of promotion where members can post their own content.

Thanks to Julie Lowes, Glenn Reynolds, Rod Hallewell, Denis Songeon, Ross Harrigan, Sarah Ostlund, Ian Smith, David Marcus and Kevin Isle, for their varied and valued posts in recent times.

WBA Christmas Dinner and Hal Harpur Award

Our annual celebration is listed for Tuesday, 8 December 2020. Hopefully, circumstances will enable a whole range of events and activities to be well underway before that date. Time will tell if the 'lockdown' provisions have led to an increase in the number of projects completed by the deadline of 30 September this year. We have enjoyed a wonderful variety of projects over many years: new builds, restorations, refurbishments, books and artifacts are all eligible to be nominated.

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 and Inquiries to: secretary@wbansw.asn.au

Stay safe and connected until we can meet again.

Hi Peter

Thanks for you offer to insert something in your newsletter re this vessel.

As far as I know it was sold to a buyer from NSW who was keen on Pompeii boats.

I would very much like to find where the boat ended up and any other details that may be available.

Nadia Louise MB411 is listed in the Vic Wooden Boats register.

I may be contacted on 0429841161 and live at the Gold Coast.

Thanks again for your assistance.

Regards
Peter Berg -Broadbeach Waters, Qld



HMAS Martindale

By Julie Lowes

Images:

Top: HMAS Martindale, Q33, before leaving Adelaide

Middle top: Norm Ellis posing with HMAS Martindale's Browning. Most of the crew had their photo taken with the gun

Middle Bottom: Norm Ellis (left) Ross Gourlay (back) Alistair Knox (right) HMAS Martindale in the background.

Far bottom: ML1358 and Martindale coming to anchor at Flinders Island (North QLD)

Martindale spent time in Adelaide in Naval Auxiliary Patrol (NAP). The Navy took her over from NAP and she was commissioned HMAS Martindale in Adelaide.

All 8 crew joined Martindale in Adelaide, where they took her to Sydney for her refit.

The 3 month refit at Rushcutters Bay included copper sheathing, removing the mizzen mast, fitting twin .5" Brownings to after deck and a Vickers .303 water cooled on the forward deck. Fuel capacity was increased to 1,000 gallons, engine upgraded to 140 h.p.

HMAS Martindale departed Sydney on 15 July 1944 for service in New Guinea, Goodenough Island, Kureweena, and Oro Bay.

The original crew were Reg Webb (Skipper), Keith Collison, Paddy Malone, Alistair Knox, George Sangster, Don Deany, Ross Gourlay and Norman Ellis.

Fishing was a popular pastime. One day Norm Ellis caught about 50 fish that the crew thought were barramundi. They fed the entire 43 Operational Base Unit of about 100 people. The fish were picked up in a truck and taken to the kitchen to cook. 43 Operational Base Unit flew aircraft between New Guinea and New Britain where they were doing rounds on the Japanese in New Britain.

We only have one photo of the original crew. Taken at Milne Bay it shows them with the weed that fouled the prop. They probably picked it up in the China Strait near Milne Bay. It didn't stop the boat completely, but did slow them down considerably. They had to go into dry dock to remove the weed.





Images: Clockwise from top

Top left: Alistair Knox, Norm Ellis, George Sangster, Don Deany and Ross Gourlay on HMAS Matindale's Bow

Top Right:
Back L-R: Skipper Reg Webb, George Sangster, Don Deany, Norm Ellis. Front L-R Keith Collison, Ross Gourlay, Alistair Knox, Paddy Malone

Right: Fisherman Norm Ellis

Bottom Right:
Ross Gourlay 2015. At the wheel again

Bottom Left:
Gordan Sprott centre with hat, Alistair Knox to his right. We haven't identified the other with hat.

By September 1944 Ross Gourlay had been transferred to hospital with malaria. Shortly after, Gordon Sprott joined Martindale's crew.

On 20 November 1945 HMAS Martindale sailed in to Sydney Harbour where she underwent a refit. She was decommissioned on 3 June 1946 then returned to Adelaide for further refit by R T Searles and Sons who restored her to her pre-war grandeur.

Ross was only 18 when he joined HMAS Martindale. He is now 94. As the youngest crew member, he was often given the worst jobs, but he did get to steer HMAS Martindale through the Sydney Heads when they departed.

Thanks to Ross Gourlay, John Ellis, Norm's son; Geoff Sprott, Gordon's son; Colin Fraser's History of Martindale and Australian War Memorial collection - Reports of Proceedings, HMA Ships and Establishments



The Creation of 'Free Spirit'

By Glenn Reynolds



4—"The Mercury" Eastside News, February 26, 1970

New "toy" is 34ft long!

TWENTY - TWO-YEAR-OLD Lindisfarne carpenter Peter Brown has been spending most of his spare time playing with his new toy.

His "toy" is 34ft long, 10ft wide, and more than 40ft high.

It is the yacht Manapouri he finished building recently.

It took Mr Brown two and a half years to build the yacht, which gradually took shape in the backyard of his Henley St home.

One of his biggest problems was moving the yacht from the backyard of his home to the water just before Christmas.

Heavy rain had made the ground around the yacht very soft, and using a heavy crane to move the Manapouri was out of the question.

A 30ft trailer was brought in and placed under the yacht.

A painful 10 hours later the boat was in the water.

"It took eight hours to move her only 300yds," Mr Brown said.

Manapouri is the second yacht Mr Brown has built himself.

The first was an 11ft Heron he constructed when he was 15.

He has been sailing for the past 10 years.

At present Mr Brown is doing a few short trips around the Derwent to get the feel of his new cruiser.

Well-known yachtsman Mr Ralph Featherstone, of Milford St, Lindisfarne, helped Mr Brown design the yacht.

"He did all the designing and I just pushed the pencil," Mr Brown said.

Mrs Ann Wright, from Tokoroa, New Zealand, christened the yacht.

Mrs Wright is Mr Brown's sister.

Manapouri is a New Zealand name meaning "solitude of water".



The Beginnings

It all begins with a love of sailing, water, building boats and exploration. The late 60's were full of baby-boomers exploring the world, trades were in high demand, and the young were not afraid of building their dreams. It was the age of man landing on the moon, anything was accomplishable. So a young Peter Brown at the age of 19 commenced design of his yacht, 'Manapouri' (Solitude of Water)

- At 34ft LOD, 36ft LOA
- Raked Stem, Transom stern
- Beam 10ft (3.0m)
- Draft 8ft (2.0m)
- 8.5 ton with 4.5 ton of Lead.
- Carvel build (King Billy Pine)
- Sail wardrobe of Genoa, Staysail, Main, Flying Jib, Yankee, Spinnaker, Storm trysail, storm Jib.

From '858 Ship Builders of Tasmania and on a builders list of Tasmanian Ship Builders and Boat Builders from the Register of Australian and New Zealand Vessels'

Compiled by Mori Flapan as at February 2013

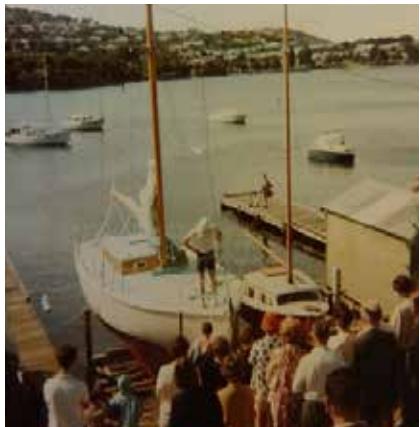
Brown, Peter
Lindisfarne, Hobart Tas
1969 Wood Sloop - Manapouri (Free Spirit)

Featherstone, Ralph
Lindisfarne, Hobart Tas
1938 Wood Cutter - Hermione V+

From the amateur backyard builder to the giant shipbuilding enterprise of iron and steel, from the shipwright on the riverbank to today's production builders of sophisticated high speed vessels, each has left their mark on our national history.

Every one of the ships or boats on the Register owes its existence to the skills and knowledge of the team of persons who created it from the raw materials.

The half model that Peter made before building the yacht. From Peter's tracings I drew up the plans on the previous page.



The Owners

It all begins with Peter, a Carpenter, a builder of homes, a shipwright. From Lindesfarne Hobart TAS Ships Official No. 355358 Registration No. FSN

Originally powered by a P3 Perkins Diesel 20hp

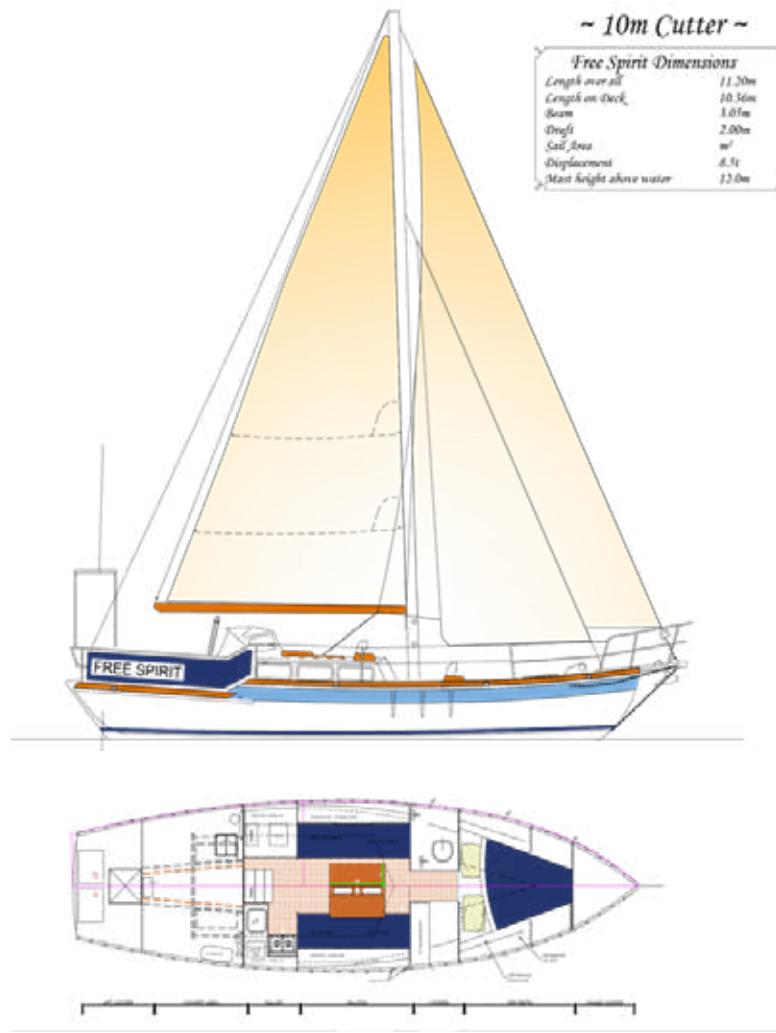
- 1969-73 - Peter Brown of Lindesfarne TAS
- 1973 - 77 - Michael J. Cook (RAN) Susan M. Cook (wife) of Dundas NSW

Registered with Australian Shipping Registration office on 8th Aug 1973 as 'Free Spirit' No. 355358

by Mr Cook, with the Registrar of British Ships. It happens to be the first "Free Spirit" registered in Australia. There are 7 in all, of various kind.

- 1977-79 - Robert J. Burton, Timothy J. Lawrence, Kim Alexander Priestly
- 1979-88 - George Karasz
- 1988 - 89 - Wayne Phillip Carroll & Leslie Gerald Coles
- 1989-96 - Wayne Phillip Carroll
- 1996-97 - Robert L. Hawthorne & Glenise I. Hawthorne
- 1997-19 - David Marshall & Donna Marshall

Being an Australian registered ship she has the ability to be sailed anywhere the wind takes her. As mentioned before she has King William Pine Planking, Flooded Gum frames and Keelson, 4.5





tons of Lead poured by peter. Her original mast and boom were timber, now alloy. The interior has some Huon pine and Western Red cedar alone with many other materials. She lifts her skirts and loves a close reach to Broad reach, But close Hauled into a swell is not her best heading.

Her Travels

From humble beginnings in The Derwent River ...1969 From Lindesfarne Hobart TASSIE, Peter sailed north to Sydney, finding work in a growing city, he mainly lived on the yacht for a few years until he met his wife.

1979 - From Sydney we know Free Spirit travelled north as far as Cairns QLD with George Karasz, after spending lots of time in Rushcutters Bay. George is reputed to have worked on many boats around the area, both underwater cleaning bottoms of yachts and many other jobs.

After George it must have been sailed back to Sydney by Wayne

and Leslie of Vaucluse.

1996 - When Robert Hawthorne bought Free Spirit he wanted to sail around the pacific and beyond, but he and Glenise only made it as far as Port Stephens, where it was duly put up for sale. 1997 - This is where David & Donna Marshall inspected and purchased her. They sailed her back to the Pittwater area where she was moored for some time, until a mooring became available back at RANSA and Rushcutters Bay again in Nov 2002.

We know from David's travels that Free Spirit travelled back to Hobart for the 2003 Wooden Boat Festival calling into Eden, for refueling then crossing Bass Straight in choppy waves and windy conditions relying on the Flemming wind-vane to ease the pressure on the crew. They encountered 30 knot squalls and rain while motor-sailing past St Helens and Bicheno. With strong southerlies turning to blustery westerlies, and following seas they sought refuge in Wine-glass Bay. Coming out of Wineglass Bay they turned south and proceeded through Schouten passage into Great Oyster Bay, Spring Bay, then on to Denison Canal. They then headed out across Storm Bay heading to their destination of Kettering.

After the WB festival they returned. Via the Derwent River, Cape Raoul and on to Port Arthur for the night. The following day into huge seas and 2 reefs in the main and storm jib, they motor sailed round Tasman Isle, thence headed North to Tribunna. From there with a fuel top-up across Great Oyster Bay and on through Schouten Passage and around to Wineglass Bay. After a short fuel stop at Bicheno, it was on to Eden, then a crew swap to take her back to Sydney.

Where she has spent many a happy Tuesday sailing around the Harbour along with other RANSA and CYC members for many years.

The present

It all begins with mucking about with boats. From a kid sticking a mast into a piece of coolite and a rag for sails, to sailing windsurfers, 12ft skiffs, moths, NS14's and then racing 30footers on Botany Bay and many others yachts out of CYC Rushcutters Bay.

The dream of owning a yacht, started as early as my teens. But it became entangled into Trima-



rans, Racing yachts and 21ft Mini-Transats to name a few. What would I settle for?. Then I read a book by Lyn and Larry Pardey, sailing in 24ft Serafyn, designed by Lyle Hess around the world. And after meeting them at an early wooden boat festival held at Kissing Point I was sold. It had to have a long deep keel, made of wood and have a gaff rig. Well 2 out of 3 ain't bad. When I crawled through 'Free Spirit' she met a lot of my criteria. Lovely interior, good and solidly built from Australian timbers, good length and right price.

So far we have only ventured to Middle Harbour a couple of times along with going in and out the Sydney Heads a couple of times. It's work in progress, (it's a wooden boat) always something to sand, paint, varnish, renew, simplify. Etc... Still working at getting the best sailing performance from various sail configurations as well.

An Unconventional Apprenticeship for life!!

By Tom Hughes J.P

I left Katoomba High School at the end of 1959 with an "Intermediate Certificate" I joined the Royal Australian Navy as a Fitting and Turning Apprentice in Jan 1960. Whilst this was at the behest of my stepfather, I experienced a "nomadic" childhood experiencing some 15 schools in some 5 countries. This just proved to be another bad experience ~but I learned! We were known as Mobi's within the R.A.N. (Most Objectionable Barstards Imaginable) as we saw 5 years' service to Petty officer, whereas general service was a minimum of 13 years (jealousy reigns supreme). I lasted about 18 months until they said "we think you would do better somewhere else!" But they still had me sign up for the "Reserves."

After 2 years stuck in an office in the city, I struck "Gold" A job as "Launch Boy" on the Customs Launch In May 1963 I duly reported to the Boarding Inspector a Mr. Ted Killeen, who had a real Cat'o'nine tails hanging on his office door handle. I did not realise at the time the importance that this job would have on my life.

I was it turned out an extraordinary opportunity, an informal and unregulated apprenticeship, no formality; no tech but excellent tutors in a hands on environment ~ A "Boatshed Officer", 3 masters 3 deckhands. When I started the "boatshed" was at Campbell's cove but 6 months later we moved to the (still current) location at Neutral Bay, The old RAAF base. There were no tradesmen to service the three wooden 40 ft launches, the "Launch Boys" (read deckhands) were expected to help the masters with ALL maintenance, from a simple oil change to re-

pairing broken steering gear , and any other repairs as required. At Neutral Bay we had our own slipway so it was scrubbing down and antifouling. (Note: no Gerni's), all hand scrapers and brushes. Plus as required dry rot, deck and hull repairs, one afternoon I was antifouling the 40 Ft. launch "Bindarree" and actually put the brush through the hull about a foot below the waterline! ~ we ended up putting in 5 short planks, (blue gum).

On one of the early boarding jobs to put an officer aboard a Greek cargo ship in Double Bay no one warned me but some sailor just flushed the loo and the resulting torrent of turd missed me by inches. I was about this time that one of the masters advised me that he thought that I was "too well brought up to last on the waterfront" but some 45 years later that was disproved!

In 1964 by the lucky chance of a paper work failure I missed being on the fateful last trip of HMAS Voyager after that I left the reserves .but I had done voyages Sydney to Cairns and return in HMAS Anzac, Sydney to Melbourne in HMAS Klmbla (the snail) the last steam reciprocating steamship in the RAN and Sydney to Devonport and Adelaide returning via Port Kembla to Sydney in HMAS Snipe a Ton Class minesweeper.. In 1966, I got my Coxswain and Drivers Cert and was soon "Acting Master of Launch" While the legal requirements were to act as master /Engineer on these launches also required a "diesel" certificate as they were over 60 Hp (180 to 320 in fact) this was politely ignored! The Commonwealth (the Queen) could do no wrong!

So after another 2 years, in 1968 I was able to sit for my diesel certificate and Master Harbours and Rivers .Meanwhile in March 1967 while visiting CYCA at Rushcutters Bay I was offered a trip to America as crew on Namsang ~4 days' notice to leave! What to do? I went back to Customs House and asked for 6 months "leave without pay" then Have you got as passport? ~ No ~"you had better go up to Immigration and get one" ~ in 24 hours I had a passport in a name that I had no documentation for!. Yes I sailed out of Sydney a crew of 7 on a 60 ft sloop for Los Angeles via Bay of Islands (NZ) then Tahiti, Hilo, Hawaii, then L.A. and flew home. (70 days at sea and 38 in port). A document based on diary entries from this voyage exists with photos.

In August 1967, I returned to the job at Customs, as deckhand and Master, with a variety of both driving and maintenance. With the varied coastal trip that came up and the time on the trip to America accepted by the Dept. of Trade I was allowed to sit for a "3rd class Coast engineer, I passed on home study only thanks to some great text books that I had. This was later upgraded to "2nd Class Coast engineer and with the introduction of a new certificate regime I was certified as a "Marine Engine Driver Class1"

Customs Launches were then (1978) being downgraded due to Govt. priorities, so again an "opportunity" presented, I was advised that there were vacancies at Harbour Lighterage Pty Ltd. A tug and barge company, for Masters, the pay was better but the hours were longer, the first week I got the same in hand as for a fortnight at Customs.

Questions as to further detail will be answered at my discretion!

The Paynesville Report

By Chris Dicker



Thank you Peter and Greg and all the contributors for a very readable publication. The Folkboat is also one of my favourites. I have sailed a Stella and found her to be a very handy boat. My mother used to spin wool with Ann Gash. She is well remembered at her adopted home near Nimbin. A place worth visiting. Phil Heaney's boat coming together, a credit to the builder but Athena must be getting a little worried. Good to see the cockpit grating being reborn Kevin. Westwind has 140 joints in her cockpit grate and all sawn with a Japanese saw. A marvellous tool. The inverted Triton bench saw is even more marvellous. A lot of effort also goes into the presidents report.

Since the last issue Victorians have been allowed to go boating. This restriction was lifted at 11.59 pm on the Tuesday but it was not until 10.04 on the Thursday that I finally took Westwind out for a sail. Wednesday was cold and showery. The 11.59 must have some significances, I mean they could have said midnight. There was a gentle breeze from the southwest with a clear blue sky. Poor Gilli was at work but had given me her blessing *?£@"- . I did revel in Westwind sailing along at 5 knots in the gentle breeze and falling in with our neighbour out

in his lug rigged lakes boat 'Lizzie'. This is the boat that I was invited on for a Huckleberry Finn adventure up the far reaches of Gippsland Lakes, creeks and rivers. Then came the plague and it was deemed far safer to go to Bunnings than for a five day solo jaunt on a vast unpopulated waterway. The restrictions are being further eased and it may still be possible to squeeze the trip in before it gets too cold. Having said that we have already had 4 consecutive days of frost with one or two days reaching a maximum of 11 degrees. Today, Sunday 24th Gilli and I took Westwind out for her weekly sail. How quickly the novelty of being allowed to go boating wears off. A splendid morning, fresh after a drop of rain, a gentle breeze and some patches of blue but not a boat in sight. We tied up in front of the water front cafe, which has been closed for the duration and our friends, mainly from Raymond Island, started appearing with takeaway coffees. There was no hugging or slobbering but it was so good to see and talk to friends again. I can see how easy it is to pass a cold or flu along, these viruses and bacteria are eagerly and aggressively waiting for a host to feed on as happens in all walks of nature. 'Go forth and multiply', was not only meant for us supreme beings.



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.

<p>FOR SALE</p> <p>Timber 14' Fisher skiff, strip planked, epoxy-based fibreglass inside and out. Built about 20 years ago by my late husband, little use, excellent condition. \$600 o.n.o. Contact Pam Bellingham: 0414 953 879 Located Woodburn far north coast NSW</p> 	<p>FOR SALE</p> <p>BINNABURRA, Lidgard Demon, 33', 1984. Cold moulded construction with diagonal red cedar over oregon and dynele sheath on the outside. Yanmar 15hp engine. 5 berths, gas stove and BBQ, electric fridge, toilet and shower. I have owned Binnaburra for 31 years. Moored Pittwater, \$39,000. Phone Wendy Murray on 0406536768 for inventory and more photographs.</p> 	<p>FOR SALE</p> <p>Blaxland Super Pup, 4 1/4HP, single cylinder, excellent condition, ready to work, spare magneto, fuel tank, handbook, lots of spare parts \$2,000.00 {the lot} Ross Skeels 0413 445 533</p> 
<p>FOR SALE</p> <p>FOR SALE - VOLVO MD2B - 1964-1967 25 hp Fully reconditioned but not run in boat. Full wiring, gauges, morse cables and single lever F/R control, Flex coupling, Stern tube, Gland. 1" shaft & prop. \$1,800. Call: Peter Mathews 0409 428 070.</p> 	<p>FOR SALE</p> <p>"Mixed Blessing" Iain Oughtred Ness Yawl, Built 2004 by Chris Anstee Length 19' (5.8m), Beam 5' (1.6m) Trailer registered until Jan 2021 Price \$6,000 Located Northbridge Malcolm Boyd 0412 797 479</p> 	<p>FOR SALE</p> <p>11 Foot Solid Fibreglass Tender. Built by Muir's Boatyard Hobart as the Tender to Classic Yacht 'Patsy' 4 HP Yamaha 4AC & Watersnake SLW54/42 Electric. Lifting Slings. U/R Trailer. Canvass Cover, Lines, Fenders. 2 Buoyancy Tanks, 2 rowlock positions Located Rose Bay. Call Steve Tait 0414 637 675 \$620 ono</p> 
<p>FOR SALE</p> <p>1962 Griffin 'Whirlwind' 30ft LOA carvel planked and spars of Oregon on spotted gum, Mast recently coated with Coelan. V berth and settee convertible beds. Enclosed 'pump out' and 'chemical' (2) heads. very usable sails, Volvo 1B diesel 9 HP. Slipped yearly - call for full details and inclusions. Price negotiable - Ian Wallace - 0400 430 830</p> 	<p>FOR SALE</p> <p>Spotted Gum Timber Available Member, Peter Matthews, advised at the March general meeting that a mate of his was preparing to cut some spotted gum trees on his property near Nymboida. The timber can be left as logs, or cut to the required size with a Lucas Mill. Please contact Peter Matthews if you are interested -0409428070</p> 	
<p>FOR FREE - BOAT AND TRAILER</p> <p>The boat is all timber no fiberglass sheeting and was built by someone who knew his way to make light timber sheets work together for strength. I offer it and the trailer to you and your members for free, is currently covered and awaiting a "new" owner. The boat is complete with some spare rigging parts and tools, the sail is from Harmony sails Melbourne. Boat length is 4.520m x 1.6m beam from bow to stern not measuring the rudder. Has a pivoting centreboard and a self drainer in hull. John Dunn 0406 494 245 Johndunn48@yahoo.com.au</p>		<p>FREE TO A GOODHOME (with \$150 donation to W.B.A)</p> <p>One or two person tender, 7'6" x 49", largely completed, requiring internal fitout for which the framing is complete. This requires only seat tops, buoyancy tank hatches, internal gunwhales, rowlock blocks, some sanding (depending how finicky you are), and paint. This boat has been robustly built in 6mm ply in a workman-like manner and comes with a sheet of ply to finish the job. The exterior is now finished to undercoat stage. Contact Michael Coleman for viewing at Lane Cove and photos, on 0421 777 170.</p>



LOOKING FOR

LOOKING FOR

I am looking for a 15 inch 3 blade bronze propeller with a 12 inch pitch, left handed.
Member name: Karen Portch
Phone number: 0427046363

LOOKING FOR INFORMATION

Hello - I am president of the Jervis Bay Maritime Museum in Huskisson. I was wondering if you may be able to help us. We have been offered a donation of a 12 foot cedar skiff called the 'Accolade' built by a Mr Vic Hoyle in Jervis Bay in 1951, and sailed by the Lane Cove Yacht Club. We are trying to find out more information about the builder and the boat. Mori Flapan's online register of boats has one built by Vic Hoyle in Jervis Bay in 1949, but that is the only listing for Vic Hoyle. Can you help?

Much appreciated,
Michael Sutton 0411 264 786
president@jbmm.asn.au

Merchandise

Members are able to purchase/order items at a General Meeting or by email to the Merchandise Officer, Sally Ostlund, (salonsquarerig@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.

Flagstaffs and Wooden Cleats

Made by George Gear, the flagstaffs are made of a variety of timbers, including Douglas Fir. Sizes vary: 74cm (29 in), 970mm (38in), 630mm (25in) long. Some are equipped with a stainless steel ferrule for mounting. The cleats are approx 21cm (8 in) in length.

New item



Price -
Flagstaff - \$25 each
Cleats – 2 for \$10

Postage can be organised at purchaser's cost.
Collection at a general meeting can also be arranged.

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ON THE HORIZON

The Committee of the WBA has postponed the April and May General meetings.

Hugh Cross (April) and Ian Smith (May) have both offered to re-schedule their presentations at a later date.

The Committee has also suspended monthly Committee meetings and will continue their work through other means.

Stay tuned to enews and future scuttlebutt editions for more information