

Scuttlebutt

MARCH 2022



Cover Image: Phil Heaney shares a snap from an idyllic day spent on the Northern Rivers with friends.

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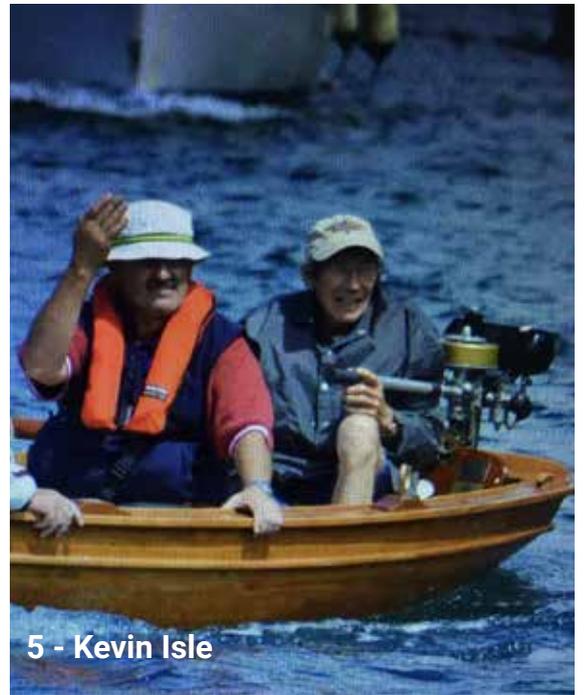
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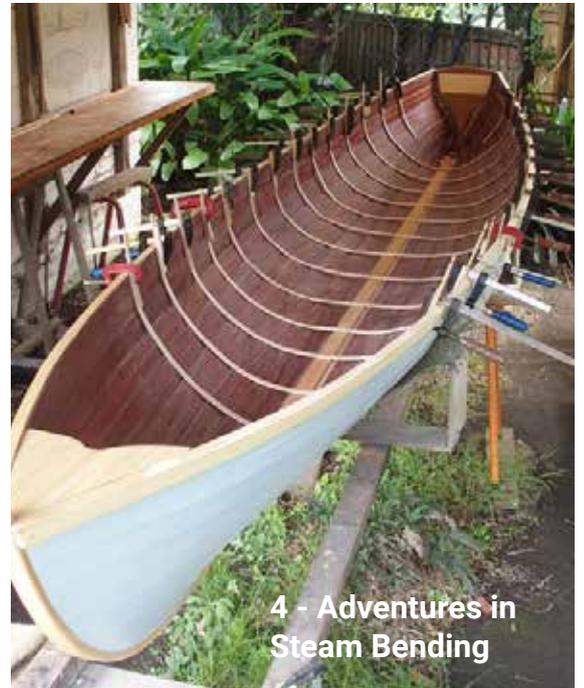
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PRESIDENT'S REPORT

March 2022

March 8 2022

We look forward to a return to our General Meetings on Tuesday, **8 March 2022**.

6 p m – 7.30 pm The 'Welcome Back' dinner (Members' cost) will be an occasion to join with Members and Friends in the dining area at Dundas Sports Club.

7.30 pm – 9.30 pm The **2021 Annual General Meeting** will be held before the **2021 Hal Harpur Award**. The Annual General meeting will be a brief affair and is required by the NSW Department of Fair Trading.

A special 'Thank You' to our **2021 Hal Harpur Judges – Rob Hardy (Convenor), John Gale and Jamie Snodgrass**. The panel has covered some territory in February to complete the assessment process.

The Award process will begin with a slide show on the history of the Award and then move to a 'Q&A' process with each project. We look forward to a very enjoyable return to meetings and a chance to catch up with Members.

Dundas Sports Club requires proof of vaccination as a condition of entry.

A Scuttlebutt 'Success Story'.

The Column 'Looking For' began in 2020 and after an inauspicious beginning has become a very successful avenue for the sourcing of items and equipment, including one or 2 items that were quite obscure.

Member, David Malone, recently advised of the success of his item offering sailing opportunities for his **Tasman Seabird 'Carousel'**. David reported that interest had been registered and 2 people have now enjoyed several sails on the yacht including overnight excursions. David expressed his appreciation for the listing in Scuttlebutt and the opportunity for his yacht to be used and cared for by others. Arrangements of this type remain a private matter between the parties involved. It is very gratifying to see this type of connection being facilitated by Scuttlebutt.

Secretary, Bill Thompson, kindly assisted another sailing family who made contact with the WBA. The family had inherited a **Hartley 12** and were looking for some advice on rigging the boat for sailing. Bill was able to assist with a visit, some rigging advice and a possible location to sail the boat. Thanks Bill.

Boats A-Moving

The WBA has also been contacted by **Sydney Heritage Fleet** in connection with an upcoming project involving 2 of the Fleet's 'Classics'.

The steamer, John Oxley, has been a fixture on the Rozelle waterfront, where, over a period of years, all hull plating has been replaced, all machinery has been overhauled, a new generator fitted, new switchboards built and connected, new fire and bilge pumping systems installed. The former Sydney Ferry, Kanangra, has been part of the Fleet collection for a number of years, and will be involved in a project to take the place of the John Oxley on the Sea Heritage Dock at Rozelle.

The moving of the 2 ships is planned for April, 2022 and will involve the transfer of John Oxley to Garden Island on a floating dock, the placement of Kanangra on the floating dock, and the return of both ships to Rozelle Bay.

The approach to the WBA has been in connection with advertising the project with a view to inviting WBA Members to join a flotilla to accompany the John Oxley from Garden Island to Rozelle. Further information about this project will be available from the Fleet shortly.

Bantry Bay Raft-Up 2022

A small band gathered at Bantry Bay on Saturday, 19 February for an enjoyable get-together. A few Members were unable to make the event due to unforeseen circumstances overtaking them. In discussions with Peter Mathews (BBQ Supremo), a plan has emerged to hold **another Bantry Bay Raft-Up on Saturday, 9 April 2022**. With Covid wreaking havoc on a number of events, we felt this was too good an occasion to let slip. Keep in mind that pedestrian access to Bantry Bay is available for those unable to arrive by boat.

I look forward to welcoming everyone to the March General Meeting at Dundas Sports Club.
Peter Widders



Dinner aboard Martindale at the Bantry Bay Raft Up on Saturday, 19 February. Thanks to the Martindale team for their hospitality.

Member's Draw Tuesday, 8 March 2022

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

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

This Draw is for ALL members (NOT just those at the meeting). Prizes will be the choice of a \$50 gift voucher (from a range of suppliers) or WBA merchandise to the value of \$50. Winning members will be notified of their win and asked to choose their prize, which will then be sent to them. Results of the Draw will be published in the April edition of Scuttlebutt and E News.

Prize 'Pool'

Bunnings, Drive Marine Services, Classic Boat Supplies, Inspirations Paints, Boat Books, 316 Stainless Shop as well as our WBA Merchandise.



ADVENTURES IN STEAM BENDING

By Michael Coleman



Some steam bending. As an afterthought on my current skiff build I chose to cover the plywood sheer plank/outside gunwhale join with a thin cap of silver ash to match the ash of whale. I thought the capping might look nice and be worth the small amount of extra weight.

The capping measured 19mm wide x 3mm thick, but had to be bent on the 19mm dimension; I didn't know if it could be done, but wanted to have a go. I made a 40mm PVC downpipe hot water "steamer", capped at both ends and with an opening to admit the timber and boiling water, which was emptied every 3 or 4 minutes to accept a new kettlefull. I referred to it as the "magic flute", and it was held still by the pair of Stillsons.

After about 15 minutes in the hot water, out came the first stick, and was bent into place relatively easily, then secured with brass tacks left proud for later extraction. It wanted to kink a little on the inside (compression side) but was persuaded to lie down with a couple of clamps. I was pleased that it all went pretty painlessly, something of a novel experience when

I'm experimenting, but it wasn't a very tight bend, the skiff being long and skinny.

A day later, I inserted a thin blade under the ash to pry it up a bit to assist it drying, as I like epoxy glue. I noted that as the timber had dried, it shrank away minimally from the tacks which were then acting more as "posts", rather than fasteners, holding the timber in bend, but allowing air underneath. In the early hours of one morning (when one chews over important boat issues), the inspiration came; rather than remove the tacks and wrestle with possible springback, I could lever the timber up a bit more and spatula some glue in under the piece, leaving the tacks in place.

It worked a treat. I could push the ash down by hand onto the glue, clean it up, then clamp it firm. The illustration shows a multitude of clamps which only refers to the need to get a good tight glue line rather than holding a difficult bend per se. I felt I was at last deserving of membership of the WBA; a competent boatbuilder, and I could modestly bequeath this novel technique to a grateful nation without seeking patent rights. (Highly unlikely...Ed)

Pride, of course, comes before a fall. I was looking forward to doing some real steaming in of the ash ribs, having experienced such success with the cap rail, and borrowed Peter Widders steaming set-up. The ribs were 15mm x 8mm ash and were steamed for 45 minutes ("an hour for each inch of thickness" says everyone) but everyone is not timbering a very narrow and steep sided skiff. I had the same 50% survival rate with the ribs as the pilots of the Hawker Typhoon fighter had with their lives, and rather than bend and break my way through half of the rain-forest timber of Eastern Australia, I went to plan B, laminates of 4mm each. My survival rate increased dramatically, unlike those brave men.

Each 4mm laminate went in like cheese after steaming, was held down in the centre with a lead weight, pushed down and out at each side till it took up the required shape then clamped at the gunwhale. I used traditional practise here in tapping the hot rib down with a mallet for the final fit; this also worked well. They were left in situ for a day or so, and, as

they were a pair, then separated to dry out over a week. They pretty much maintained their bend, and could be easily dry fitted back into position, this time screwing right through the planking, starting in the centre at the keel and moving out. I then masked up each side of each rib, unscrewed it, glued the faying surfaces and put them together again, with the screw on the keel ensuring they went back whence they came. Once it was in the rest was easy (ish). In traditional clinker construction the gap where the rib bridges from one plank to the next is accepted as the resting place for small lead shot sinkers and the heads of old bait prawns. In a glued-up build

this "wedge" is filled with epoxy glue and so the rib is bedded in epoxy for its entire length, except at the garboard where the jump to the keel is too great, and large timber wedges (or small "floorlets") fill the void. Artists' acrylic paint (colour "burnt sienna") blends the epoxy wedges in nicely.

In a nice irony, I found by drilling the 4mm clearance hole in the ribs all the way through the planking that it can be filled with a 4mm Tas Oak dowel from Bunnings and flush cut, saving me hours of tedious hole filling. Traditional construction with trunnels? Perhaps not.



WBA member Kevin Isle passed away on 16 December 2021, 3 weeks after his 80th birthday.

Kevin was born in New Zealand and grew up in Kaipoi, near Christchurch. He was the youngest of 5 children, with 2 brothers and 2 sisters.

Kevin left school at 15 and began a Carpentry Apprenticeship which he completed in 4 years instead of the more usual 5 years due to his work ethic. He

moved to Sydney and began working around the dockyards fitting out ships and was soon asked to do work for other people outside work hours. Following a trip to WA for a sailing championship he married Helen and the couple had 3 children, 2 daughters and a son. The family returned to NZ for 10 years before returning to Australia and settling at Jarrah Avenue, Campbelltown.

Kevin loved sailing and he loved his boats. Everyone



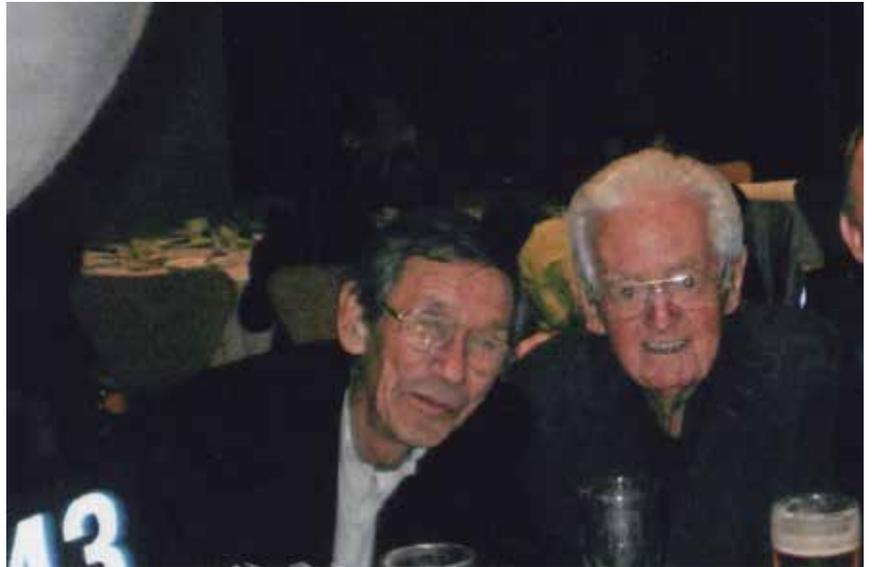
was in awe of the workmanship he put into the boats in the hours and hours spent in his garage, perfecting every detail.

Kevin and Helen became foster parents over many years to numerous dogs that needed a short stay at different times. The dogs were thoroughly spoilt when in residence with Kevin and Helen.

Kevin was a proud grandfather to 6 grandkids and 1 great-grand daughter. He was particularly pleased that 2 grandsons followed him into the building trade.

Kevin's wife Helen passed away in mid-2021 after several years of ill-health. Kevin was bereft at her passing.

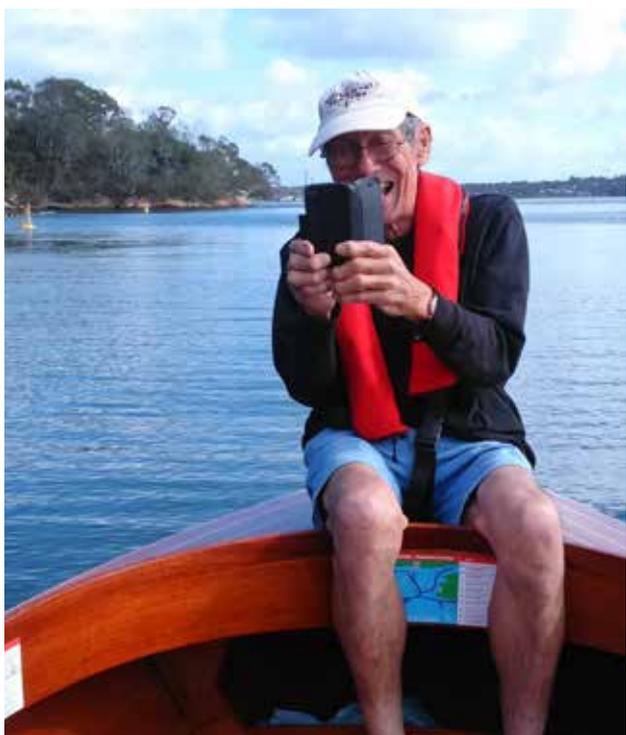
Kevin was a firm friend to many in the WBA and a



deserving winner in 2013 of the Hal Harpur Award. His exquisite Whitehall 'Courting Dinghy' was, with other craft built by Kevin, a regular presence at WBA Festivals, Darling Harbour Boat Shows and Working with Wood Shows. Kevin was a strong adherent to the 'laneware' school of boatbuilding with many recycled wardrobes and bench tops turned into marine works of art.

A regular attendee at WBA General Meetings, Kevin will be sorely missed for his cheerful, enthusiastic personality, and the willingness with which he shared his exceptional craftsmanship.

Peter Widders with Cathryn and Carmen - Kevin's Daughters



LADYBUG - A BOAT FOR 1.5

By Greg Widders

After my first bigger build of a Thames 12 rowing skiff I (maybe intentionally) had a few sheets of marine ply leftover... with our first child on the way I felt the need to do something with said leftover plywood. Knowing how long it takes me to finish off projects like this I planned the boat to be a me and child mess around vessel.

The brief was pretty simple. Small enough to build in a little garage, cartop and maneuver around myself (when feeling strong) Primary use was for a little bit of rowing with a little passenger. No big journies, no need to be a really efficient rowing machine. Secondary objective was to add a sailing rig for me to use on my own.

Searching through my many sketches and drawings of little boats I had done in the past, I gathered a lot of different ideas for what I could make out of this 'leftover' ply to meet the brief. I had an old sabot mast and rig that I'd picked up cheap on gumtree, a daggerboard and rudder that I'd put together in a scheme to make the Thames 12 a sailing boat (that didn't eventuate)



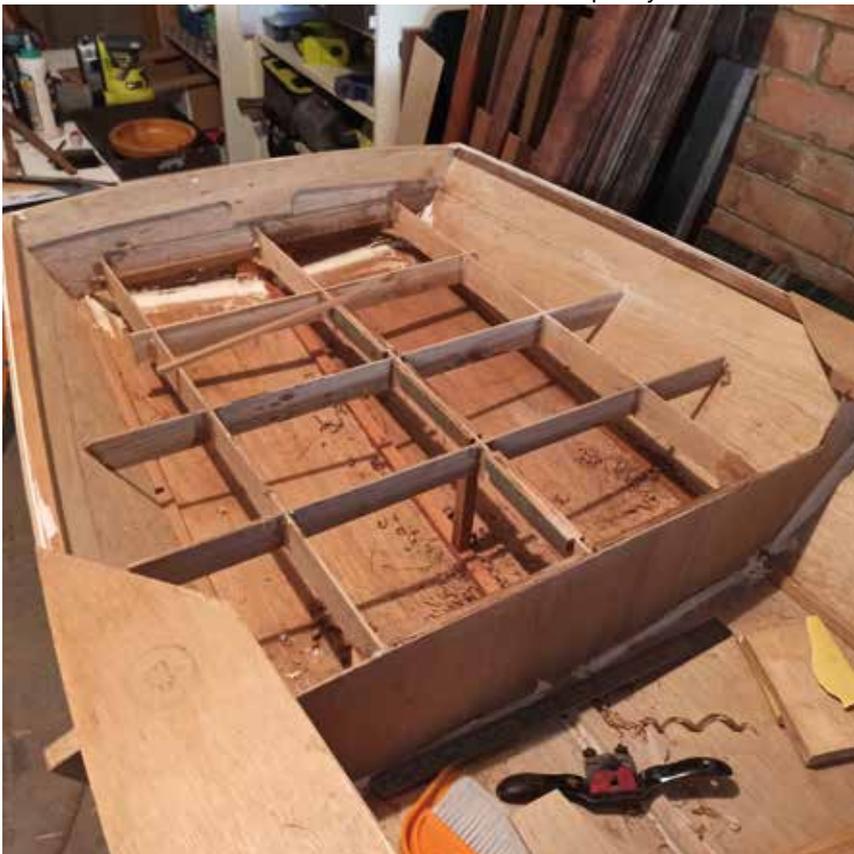


ABOVE: Launching day - check out the smiles before the first trip

After about a week of drawing and measuring I decided to jump into the build. The hull form was based more on the amount of ply I had available than anything else so the resultant beam is quite narrow, especially for my elevated centre of gravity at 6'4 and 100kgs.

I planned just enough space that I could sit on the floor of the boat when sailing but intended that I'd be sitting on the wider rails more often than not. I did have to add a bit of extra ply during the build for the foredeck and a few extra bits and pieces in Oregon for bracing, but mostly I was able to stick to the original brief of minimal material usage.

Construction started and I quickly had a hull to-



Photos show the waterline balanced pretty well. I was nervous about this as really the hull shape was an A4 drawing with some guestimation about how much weight it would carry... I was more interested in starting the build than calculating too much.

Time to test the sailing version

Ambitiously I rigged a small spinnaker on the sabot rig. I had planned to add a little jib and to change the stays from the half-mast sabot setup to incorporate this. I changed my mind and kept it simple, sticking to the sabot setup. I'm glad I did. Kicking off from



the shore in a light but inconsistent breeze it didn't take long to see how tippy the boat was going to be. There's just enough room to twist around in the boat but it is tight, especially for me. The most comfortable position was sitting on the rails when a bit of wind did come in. My weight easily balanced the sabot rig and I could feel a difference sailing on a chine upwind, the boat scoots along really well. The spinnaker never came out and I've already removed the fittings for this. But I'm excited for the next sail. It's going to be a fun little boat, one that needs you to be paying attention.

Capsize and recovery trials coming to a sandy beach somewhere this summer. There's plenty of tank volume near the bow and under the aft tank, but it's not self draining and re-entry mid river might take some practice.

The name Ladybug came from an unfortunate incident where I discovered many of the bugs in my backyard are dangerously attracted to bote cote epoxy. One unlucky critter stuck somewhere near the bow was a bright yellow ladybug. (I won't tell my daughter the origins of the name)

Next - there's always a next, and often a next after that in mind too... By the time this article is going to be published in Scuttlebutt I have actually finished the next build... A one sheet surf ski for my daughter. My quickest build yet... Now it's done I'm sure my mind will start wandering to the next project, but nothing locked in yet.



A BOOK YOU CAN'T PUT DOWN

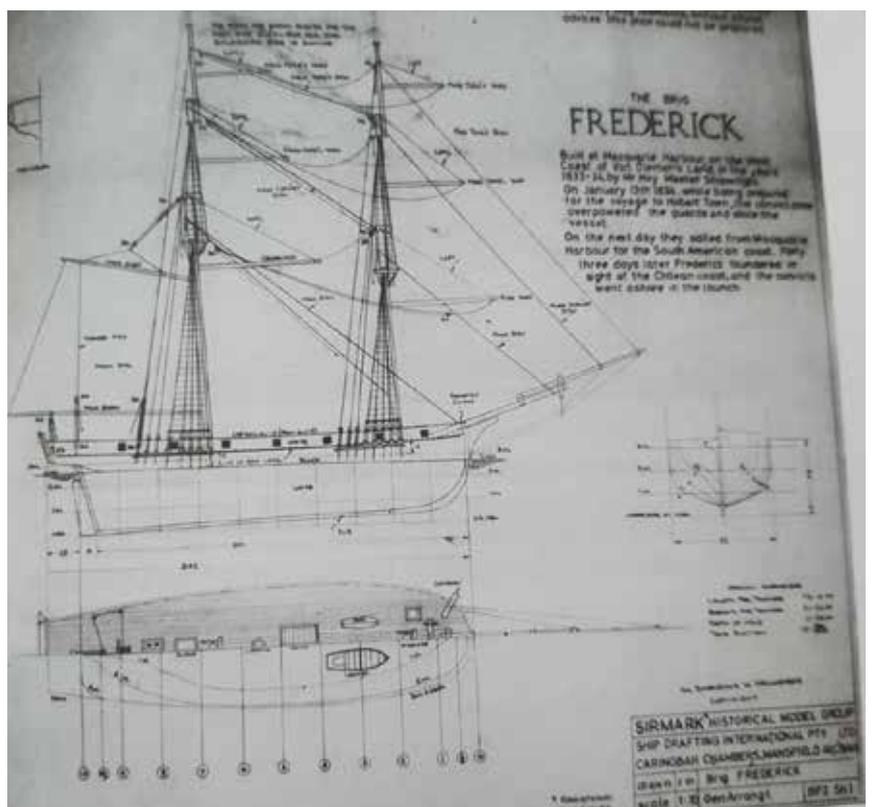
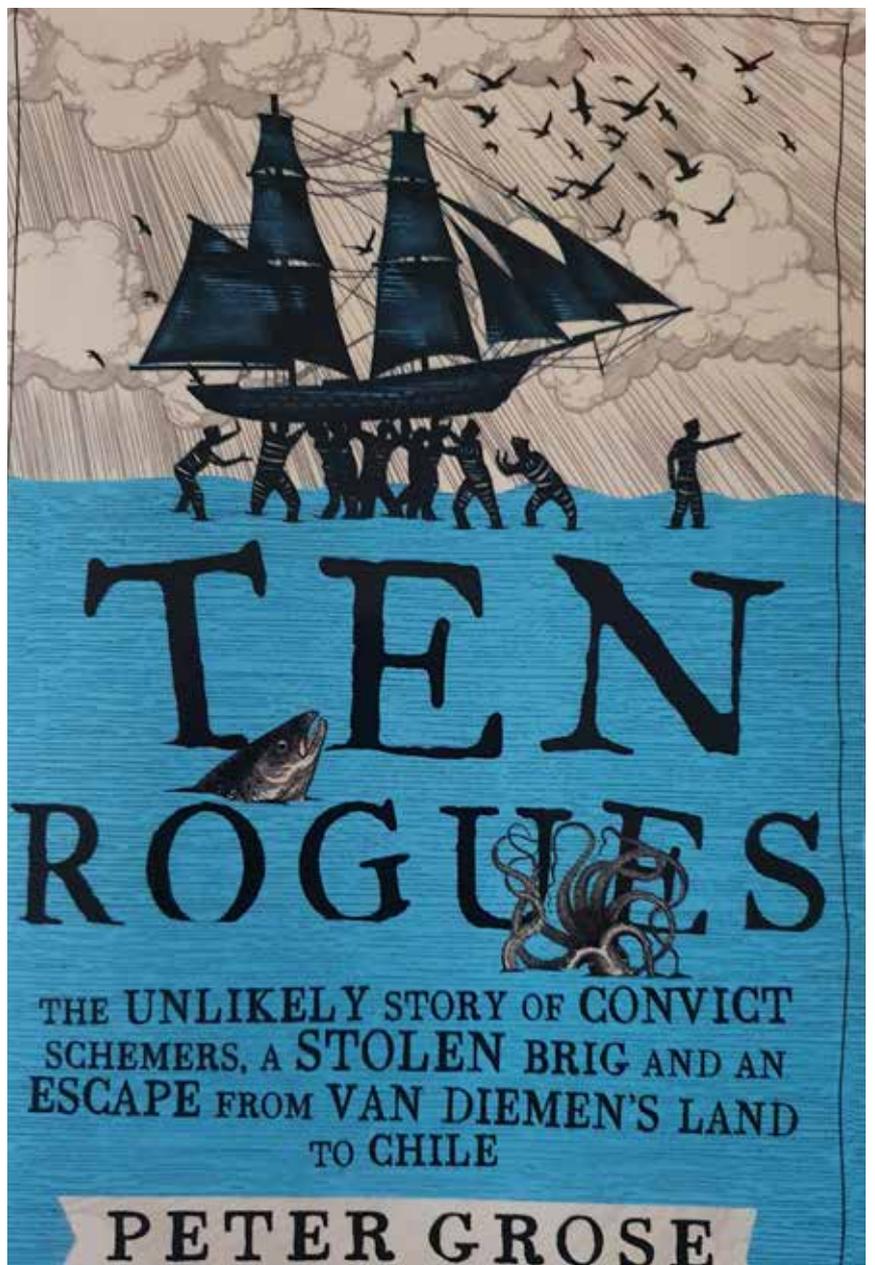
By Ross Marchant

Ten Rouges by Peter Grose - published in 2020

This book tells of the real story of the last ship built by convicts in 1834 on Sarah Island, West Coast of Tasmania. A 72' 121 ton brig, the 'Frederick', was hand built from locally cut Huon Pine. The designer and Master Shipbuilder was David Hoy from Scotland. David Hoy had learned his trade in Scotland then first moved to a shipyard in Boston, USA before taking up an opportunity to build ships in Hobart, then on Sarah Island Tasmania. His pride in his work transformed the attitude of the convict workforce which led to less floggings and solitary confinements. David Hoy was not the first ship builder on Sarah Island that fell to a convict named Newton Gray who had been appointed to the position in 1824.

The book tells of the Ten Rouges, convicts who overpowered the ships company and seized the ship 'Frederick' at the mouth of Macquarie Harbour. It follows in detail the events leading up to and following the seizing of the brig, followed by their 6 weeks voyage to Chile. Years later of course the Royal Navy pursue them in Chile and returned some of the rouges back to Hobart for trial.

To tell more would spoil a great read. For those who have been Strahan you may have seen the outdoor play "The Ship That Never Was" which tells the story of the Ten Rouges!!





THE PAYNESVILLE REPORT

By Chris Dicker

This is nothing to do with wooden boats so if you want to get up and put the kettle on you are welcome. There will be some wooden boat stuff later. Once a month I accompany a chemical engineer who used to put bubbles into the beer for Carlton and United Breweries. He is long retired and now devotes his time and knowledge into testing the water along our creek at 7 main sites including where the creek flows behind Anchor Downs. He had high hopes of passing the whole operation on to me but as much as I enjoy being one of his faithful assistants I am no scientist. He is also a lecturer at the University of the third age (U3A) on ecology. He gets paid for nothing that he does and he is a thorn in the side of any government body that tries it on in regard to polluting our waterways. I take the samples and test for PH, conductivity and turbidity. Alistair tests for phosphates and other nutrients. We have many philosophical discussions as much as a scientist and a truck driver can have.

Westwind is out of the water for her yearly short back and sides. I am always amazed when she comes out especially after a year of hard voyaging. One would think something may have gone awry under there but she is happiest sailing on the salty sea and wonders what all the fuss is about.

Just the same, I found a bit of worm infiltration in a sacrificial part of the deadwood, which luckily I could remove and replace. I blame it on an incident early last year when leaving the lakes for a trip to Deal Island when someone on the helm got us stuck in some course and abrasive sand.

When Westwind goes aground she does not come off very easily as a couple of our members will attest to after being called from their bunks late in the night to help haul her off the dreaded shoals

at Lake Macquarie. We cannot thank them enough. No help this time and though I rowed a kedgie out into deep water and got her bow around, the very bottom of her keel was being pushed on and did not budge until the tide slackened. I feel sure that this removed enough antifouling to allow the worm to begin it's journey. Otherwise the boat is just amazing as always.

Right next door in the boat yard was a 35' gaff rigged cutter called Nellie. For people with a good memory she has been to three Hobart festivals. Bernie, the owner built her himself over 16 years in a shed on his farm. She is planked in inch and an eighth blue gum over spotted gum ribs with a celery top deck.

All us people are amazing, we all have a story to tell no matter how dull it may seem. Bernie stands back a bit in a group, doesn't have that much to say and might be thought a bit dull but he milked 90 cows twice a day for thirty years as well as cropping 400 acres of land and built an ocean going boat not to mention raising six kids.

I am honoured to meet the dullest of people because I know in there lies the most amazing story.



Navasha Disaster 3

By Quirky

How many stuff ups can Kwerki get out of just one lake? Like any successful franchise, the sequels just keep coming. Our Super Hero is still looking for a female crew for his Enterprise. The first one he nearly drowned, both in the boat and the car. The second one left the country, just hours after accidentally stepping on a hippo....

Just like comedy, the trick to the traditional curry, which was the staple Sunday lunch in East Africa in the sixties, was timing.

You had to start it on Tuesdays. Otherwise it didn't have that depth of high octane kick that permeated its soul, brought a thrilling tingle to your taste buds and tears to your eyes.

My MGA owning friend Howard called in his WW2 RAF recruiting officer's voice.

(He pronounces himself as 'Hard'). "I say, chum, Hard here. There's a curry lunch at Higginson's next Sunday. Should be good, his pichi (cook) started it on Monday evening. Everyone's invited. You might be able to find a crew there. Sorry I can't make it. Orf on safari to Ngoro Ngoro." His presence would be missed as he was one of the finest Pimms makers in East Africa. You could fly a Lancaster bomber on the ones he churned out.

Howard promptly drove off on safari with the nurse who had removed his appendix.

Just before the surgery, when he was about to be, er, shaved for that op, a huge Kikuyu aid showed up with a shaving mug, brush, and soap and an old fashioned cut throat razor. The last time Howard had

been faced with a Kikuyu and a sharp instrument was when one of them came swinging a panga at him during the Mau Mau emergency when he was a school boy in the Kenya Regiment with painful results.

Howard's bellows of protest from behind the screens in the ward of mens surgical brought said nurse in at a run.

He insisted that he should he shave himself, as one slight slip could result in....irreparable damage.

"All that fuss over a tiny little thing like that!" bel-lowed this nurse for the benefit of the other 20 other patients.

And yes, he was going on safari with that one.

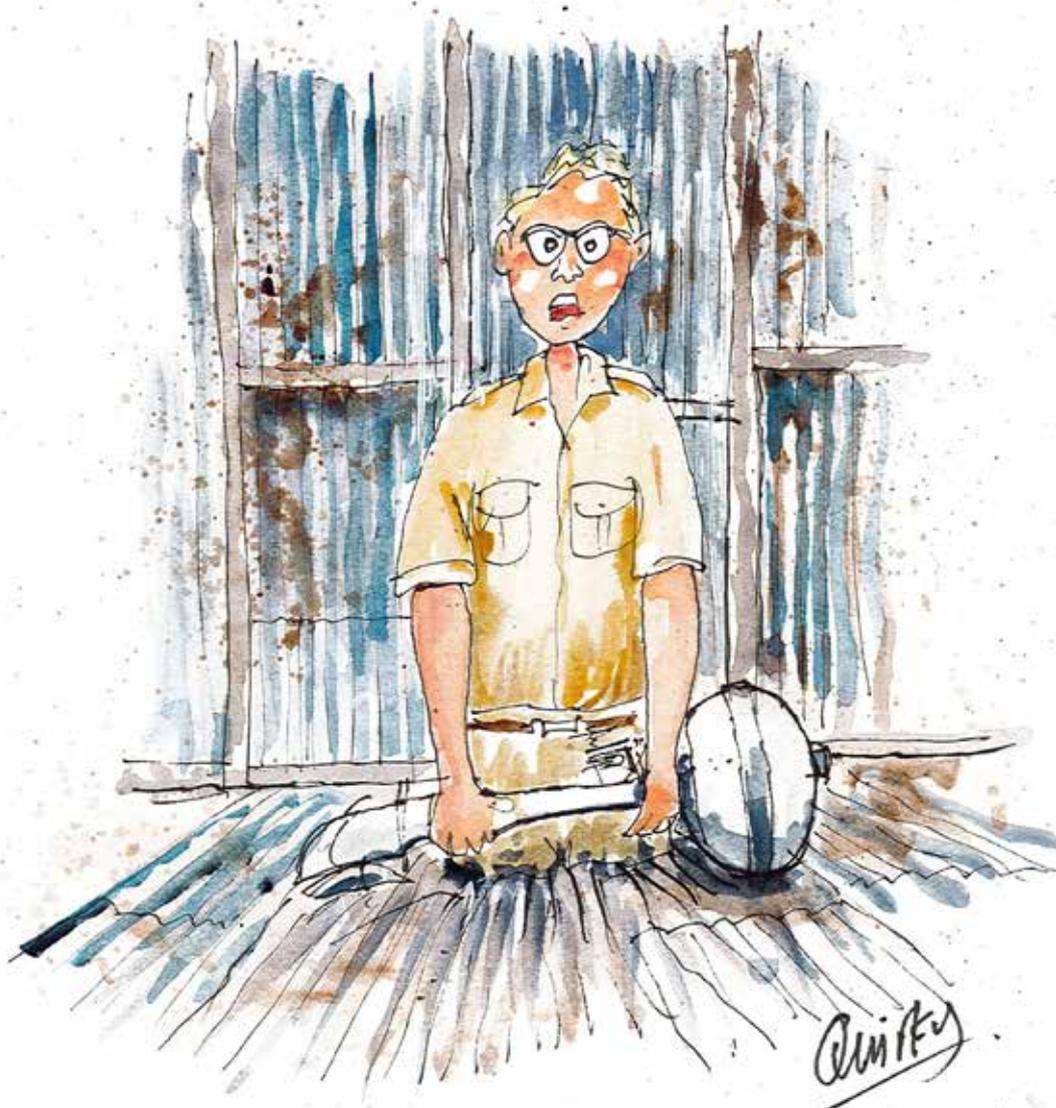
It was a very good curry. So good, that I found myself reaching for far too many Pilsners to cool it. Pointless too. Only yoghurt or milk is an anti-dote. Nairobi is 5800 feet above sea level at which altitude you lose 22% of the oxygen. This affects the performance of cars and people, gets you drunk 22% quicker and hangovers are 22% stronger and last 22% longer. After too many cooling ales, I was looking for a place to relax.

"Quirky needs to lie down and cool off ".Called my house mate Bill Tanner." Here's just the place". A few strong arms lifted me and laid me down to rest. In a beer cooler the size of a coffin.

I was jammed in tightly by the shoulders and could not move. Lying in ice water and on beer bot-tles was refreshing and sobering, but hardly comfort-able. Help appeared over the rim of my world in the



Quirky



form of two girls who seemed to take pity on me. I was hoisted out by a blonde and one with pale grey eyes shining out of a tan from a 1960's Nivea ad. "Looks like you might have been over served." Diagnosed the blonde as I stammered my frozen thanks. "Sorry, love to chat but have to go. I am a BOAC hostie, flying to London tonight. My friend here and I used to nurse together at the Middlesex Hospital; she's based here now and has just been showing me around."

I walked them towards where the cars were parked and was astonished to see them get into a green MGA parked alongside my red one. There was only one car like that in the whole of Kenya...

"This is Howard's car!"

"Yes." Said the nurse. "Howard and Rozanne have gone off on safari. His MG isn't up to those sorts of roads, so they took ours. Rozanne and I share a Fiat. We swapped cars."

"So you are the one that Rozanne came out from UK with?"

"Yes, we have been friends since we started nursing when we were 18."

She was a farmer's daughter from Devon and used to sail Redwing dinghies in Weymouth harbour. And yes, she would like to come sailing on Naivasha!

There was hardly any wind that day so I said we should take the outboard rather than risk being becalmed. I kept this in a shenzi (poorly built) little tin shack built on stakes out over the lake. It was entirely made of reclaimed rusty corrugated iron sheets on a skimpy salvaged kuni (firewood quality timber) frame. I grabbed the 3 hp Evinrude that was lying on the tin floor and gave a manly heave to

impress the nurse.

Problem was, I did not lift the outboard. All my effort went into pulling me through the floor.

Yep, the rusty tin, marinated in old engine oil and God knows what else, gave way beneath my feet and with the extra weight of the engine in my hands my legs plunged me through the broken edges, I did not fall straight into the lake as I was stopped by a flimsy floor beam...located between my legs.

I don't know if this was covered in the training sessions at the Middlesex Hospital but the nurse did an excellent job. She rounded up two stout fellows who helped her to peel the razor edged metal shreds out of my legs and made an opening large enough for me to be hoisted out. A nearby hotel provided a first aid kit which enabled the nurse to remove more bits of floor from my limbs, treat the injuries and bandage me in old hotel linen so I looked like I was wearing extreme puttees from WW1. Then I was Tutankhamened into the passenger seat of the MG and she drove me to Nairobi Hospital Emergency. She knew where that was.

She ran it.

Obviously, sailing was off the agenda for a while. As were quite a few other activities. But she agreed to come out on the lake when I was recovered.

Everything went perfectly, a wonderful drive in the MG, just enough wind to make it interesting on the last with fascinating company. So what could go wrong?

Nothing. We were happily married for 25 years until she passed away from cancer at 51.

Howard married the appendix pinching nurse, Rozanne and she and her lovely daughter came out to look after my wife in the last weeks of her life. She sadly passed before knowing that Howard and Rozanne would become our eldest son's in laws.

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 - Old River boat purchased from Spencer, NSW. The boat is described as typical of the counter stern and straight stem of the early 1900s (Built 1907) The boat is constructed of New Zealand Kauri and the hull was originally copper sheathed. Incomplete conversion to a cabin, sail and motor vessel. The boat is untrailer and we are asking \$2000 but this price is negotiable. The boat is located in North-West Sydney. Contact - Janet Robinson
Mobile - 0416 546 275



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



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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- Silicon Bronze

- Nails

- Screws

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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



Available from:

www.nauteakmarine.com

ON THE HORIZON

General Meetings - Dundas Sports Club

Tuesday 8th March: Annual General Meeting of WBA & Hal Harpur Award 2021
 Dinner from 6pm
 Meeting 7:30 pm - 9:30pm

- 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

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

Committee Meetings – Gladesville Sporties

- Monday 14th March
- Monday 18th April
- Monday 20th June

Festivals, Shows and Events - 2022

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

