

Scuttlebutt

May 2021



General Meetings are Back!!!

Tuesday, 11 May 2021

DUNDAS SPORTS CLUB (Note
change of venue)

9 Elder Road Dundas

6pm-onwards – Dinner

7.30pm – General Meeting

Kelpie - designed by Russell Sinclair
and built in Sydney by George Ellis and
registered at Lloyds in 1893

More details on page 6

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Participation in events organized by the Association may involve certain risks which include the possibility of harm or damage to vessels, equipment or persons inherently associated with the perils of the sea or weather. Such risks will require the exercise of the prior judgment of members on behalf of themselves, their guests and invitees whether to commence or continue any particular activity irrespective of information supplied by Association officers

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PRESIDENT'S REPORT

Peter Widders
May 2021

General Meetings- 'The Return'

We are looking forward to the return of our General Meetings on Tuesday, 11 May 2021 at the new venue of Dundas Sports Club. The change of venue has been necessitated by the impending works program at Gladesville Sporties. The May General Meeting will be an 'in-house affair' with reports from the Committee and, hopefully, some 'Project Updates from our Members on the night.

Also to feature will be our WBA Raffle, 'Ask Someone Who Knows' and Auctions of donated items.

We expect to be back to our regular program of Guest Speakers from the June, 2021 General Meeting onwards.

Hal Harpur Award 2021

The WBA Committee continues to plan the activities of the Association. An important annual event is the Hal Harpur Award/Christmas Dinner held at the December General meeting. With the 2020 Award severely impacted by Covid 19, we are hopeful that this year will see a return to our normal end of year events.

Please see elsewhere in this issue of Scuttlebutt for information about the 2021 Hal Harpur Award.

SAVE THE DATE

Hal Harpur Award and WBA Christmas Dinner
Tuesday, 14 December 2021
6PM – 9PM
Dundas Sports Club

WBA 2021 Apprentice Award

In 2020 the WBA Committee instituted an Apprentice Award to recognise an apprentice enrolled in Certificate III Boatbuilding at TAFE and working in the field of wooden boats. Joe Street, working with Simon Sadubin at Sydney Wooden Boats, was the inaugural recipient of the award. The Award will be presented again in 2021 and nominations are invited from Apprentices. Applications close on Friday, 27 August 2021.

Members are requested to advise the Committee of suitable candidates.

An Application Form will also be included with the May 'E' Newsletter and can also be obtained from the Secretary.- (secretary@wbansw.asn.au).

Wood Shows and Festivals

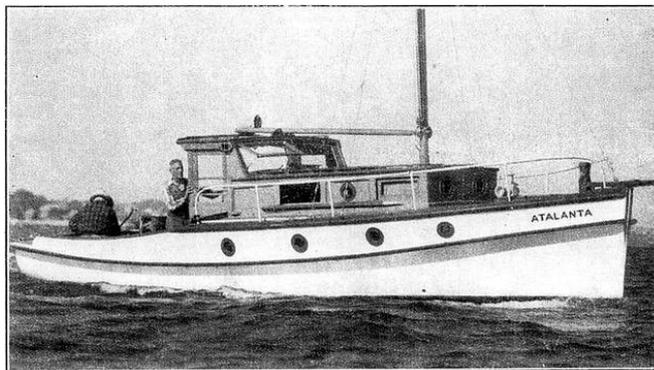
Dates are being made available for a number of shows to be held in 2021. Keep an eye on 'On the Horizon' for dates and venues.

Photo Credits

The April 2021 Scuttlebutt cover photo was taken by Rob Hardy.

The May 2021 Scuttlebutt cover photographer is unknown. Merrin Maple-Brown (owner of Kelpie) advised that the photo was one of a number of photos forwarded. Please let us know if you know the identity of the photographer.

Coming Soon in Scuttlebutt:



Mr. Errol Bullen's Atalanta, first Big Game fishing cruiser built in Australia, 1935.

The Story of Atalanta



The Building and Refurbishment of a Yachting World Utility Pram.

Gardner Diesel Engines

By Tom Hughes J.P

Lawrence Gardner founded the small general engineering company that was later to become L. Gardner and Sons of Patricroft (near Manchester) England, in 1868. They started as general engineers making among other things dentists chairs. Another line was hot air engines: one, a Robinson's patent was simple and "not very efficient" it produced one eleventh of a horsepower at 180 rpm and weighed about 250 Kg

In 1929 they perfected a small diesel engine. In the 1930's there was a big demand for reliable engines for lorries and coaches, and soon diesels became the only choice for cost and reliability conscious companies. By then Gardner's had a long background in engineering and with sons who were good engineers in their own right, helped build a reputation for good design and reliability.

Gardner's initial engines were horizontal, the vertical variety just "up-ended ". They went through the development of the engines of the day from "gas" to petrol kerosene and diesel, always maintaining a high reputation for economy and reliability.

The first of the LW series was available from 1931 they were soon available in 2, 3,4,5,6 and 8 cylinders at 14 hp per cylinder @1300 rpm. It was possible to get more power at higher revs but 1300 was for heavy duty continuous. At 1700rpm (automotive/pleasure boat) flogging the poor thing gave 17 hp per cylinder. The larger L3 series was mainly produced in 6 & 8 cylinder versions, was available from 1932 and upgraded to L3B from 1960.

It is interesting to note that Gardner serial numbers are issued in order of production regardless of model so I have obtained a list of numbers and correlated dates so can trace the year and month of construction of any Gardner engine ~ the serial No. is stamped both on the fuel pump body and the port side forward corner of the crankcase. If these numbers do not match someone has changed the fuel pump!

Gardner diesel engines powered London buses trucks/lorries and a wide variety of industrial plant e.g. "Broomwade" air compressors and electric generators ashore and afloat.. That was at home (England), but they exported widely to all parts of the world. Obviously World War 2 put the factory under pressure to produce appropriately engineered products for the war effort maintaining their impeccable reputation for reliability. The Scottish fishermen insisted that the RNLI (Royal National Lifeboat Institution) also use Gardners in the lifeboats





because of their better reliability. I recall one story of a lifeboat in atrocious seas on the way to a rescue off the north coast of Scotland, falling off a wave and the impact of hitting the water killing the entire crew.(waves were reportedly 40+ feet high)

Of my own experience most modern engines are reliable if fed and watered in the appropriate manner but many are noisy and or thirsty or operate at very high revs/minute but Gardners are known for fuel efficiency and quiet operation. Many people with a little knowledge will listen and comment "that is a Gardner isn't it?" Rather than with fingers in ears say sounds like a GM/Detroit (they are two strokes.) Sadly they stopped production in 1974 because to meet the new European pollution regulations they would have to re tool the whole factory. However there are still generally adequate genuine spares and some reproduction parts available.

My particular Gardner 5LW was fitted new in May 1968, I have met one of the chaps who fitted it to replace a smaller 4 LW (still working in another boat!) competition had demanded a bigger engine/more speed . I have the original "spares box" with some original spares that came with the engine ~ valve springs, spare injectors , the remnants of a complete spare set of gaskets, some special tools for changing injectors a servicing kit for Injectors etc. This engine has done a reputed near 30,000 hours and shows no bore wear, makes no smoke and starts very easily.

I have done over 2,000 hours since purchase in 2005, on the way to Hobart or return the engine has run 48 hours nonstop, fuel consumption seems to be about 5 Lt an hour for about 7 knots at 1100 rpm in a 22 tonne boat of 40 ft. waterline. Max hull speed is about 8 knots, but to achieve this more fuel is required. Max governed engine speed is 1300 rpm.

Tom Hughes J.P.
W.B.A. NSW member No. 552



Kelpie - A Yacht for All Ages

By Richard Grimes

It was early spring, the day was hinting of an early sea breeze, as I sat on a park bench next to a mate from Hobart. We awaited the arrival of the sailing vessel Kelpie, that we were to race that day in the annual Balmain Regatta in the year 2017.

My mate (Curly) had been in Sydney for a few weeks, conducting sea-trials on a recently constructed ferry from Tasmania, and I was doing 'the catch up' thing with him, when I got a call to go sailing on the Kelpie. "I can do it if I can bring Curly".

"Ok, we will pick you up before the race at the Balmain Yacht Club. Be there at 1030am" replied Kate (The Boat Captain).

So, as Curly and I waited in the park next to the yacht club, he inquired; "what type of boat is this, we are sailing on?"

"All I was told was that it is old"

Just then, around the corner of Robinsons Point appeared a 30-foot gaff rigged cutter flying its pennant flags from bow sprit to stern. Curly turned towards me and said, "Do you think that boat is the Kelpie?"

"I have no idea!"

Four hours later, Curly and I were standing next to a Balmain Bug on the wharf of the yacht club when the owner of Kelpie thrust a couple of pints of foaming beer towards us. "Thank you so much for joining the crew, it was great to see Kelpie on the water racing."

We did not win that race however, both Curly and myself, made a pact to return to Sydney and race the boat again, such was the challenge of jib topsails, flying jibs, jib staysails, wolly-gobblers and gaff topsails, all hoisted by hand and made fast on belaying pins.

Readers should be aware that it requires one full day- for 3 people, (usually Kate, Curly and myself) to rig the boat for the following day's racing. The Kelpie sails like any other boat, she needs to be balanced on the helm. And for that task over the few Balmain Regattas and Australia Day Regattas we have had the likes of Frazer Johnston, Mike Fletcher, Doug Murchison and Brett Filby on the tiller.

Trimming the sails is a massive task. With no winches, you must jam or press the sheet against something like the hatch coaming or mast to stop it from slipping. Quality crew are always hard to find however we have been blessed with sailors who have their pick of the harbour and have chosen to race Kelpie - The likes of; UFC Jules, Wendy (Smash me in the head) Tuck, Col Anderson, Adam Barnes as well as the Kelpie family, an age range of 9 years to almost 90 years old!

It is worth mentioning that Kelpie has the following original characteristics-

- She has a bow sprit to separate the front sails from the back to balance the boat (39 feet stern to bow sprit)
- She has a self-tacking jib staysail
- She has multiple jibs to fill up the fore triangle, when going upwind and reaching
- She sheets the jibs off the end of the boom at wider angles
- She has a gaff topsail that equates to a square top mainsail
- She is designed and built to withstand; grounding moment.



Sounds like Comanche, right? All these characteristics can be seen in a modern-day race boat except for the last bullet point. Go Kelpie.

Editor's Spray. Kelpie was designed by Russell Sinclair and built in Sydney by George Ellis and registered at Lloyds in 1893. She is timber planked; carvel; teak on alternate sawn hardwood frames and pairs of bent flooded gum frames. She is registered with the Sydney Amateur Sailing Club and the Royal Sydney Yacht Squadron and is on the Australian Register of Historic Vessels.



Off Center Harbor Festival

By Jon Bell

I first came across Off Center Harbor as a wooden boat resource at the Hobart festival in ... possibly 2015, when Steve Stone presented one of the mini-lecture series. His topic? How to best photograph your boat (usually, when trying to sell it!) As he stood in front of the audience on a bare stage, he pointed out that all the equipment required to take magical pictures and videos and had been used to take all the videos on the Off Center Harbour website was in his pockets! And he pulled out a smart phone, a small light meter and some digital storage.

Two of the other founding members of Off Center Harbor are Maynard Bray and Benjamin Mendlowitz, neither of whom would be unknown to most wooden boat enthusiasts but perhaps best known for their annual wooden boat calendar. All are regular attendees at the various festivals around the world and, like everyone else to some degree, have been affected by COVID 19 and the consequent cancellation of every significant boat festival around the world. Well, if we can't get to a boat show, they must have thought, let the boat show come to us.

In mid January, emails started to arrive from OCH announcing "The first-ever Worldwide Classic Boat Show is coming soon" followed by details of how to submit your boat, what sort of boats would be of interest, etc, all the usual pre-festival administration but for an event happening just 5 weeks later!



Visitors to the festival site were required to pay US\$5 to get entry credentials, which gave you 24hr access to the site for the 14 days of the festival including recordings of the eight live events featuring well-known wooden boat personalities. The festival itself was presented as a world map, with dots representing something with a number on the dot for the number of somethings at that location. You could home in on a dot and see what was there, or apply filters to focus on certain somethings, such as boats (and filter by name or type of boat), museums, festivals, suppliers and related organizations such as schools, clubs and associations. I found the filtering was a little unreliable but no doubt like all new festivals such things will be ironed out for future events (and yes, there will be future events).

A quick summary of the numbers:

- Over 1000 boat submissions, of which 726 boats from 35 countries made the cut. Many submissions apparently required photo-tweaking and word editing and with limited time and manpower I suspect that was the main in/out decision process.
- 2000 organisations from 63 countries listed themselves
- 160 boat schools – sailing, building, restoring
- 227 maritime-related museums
- 148 established festivals
- 137 suppliers
- 32,000,000 (and I'm pretty sure I heard that right) tradespeople!

Boats ranged from the 270ft Arab Dhow from the UAE to 5ft tub boats (made like an elongated half-barrel) from Japan, exotic motor yachts to putt-putts, exquisite schooners to utility craft. With no berthing restrictions, the festival had something for everyone. Hard to find enough time to enjoy them all and certainly hard to pick a favourite, but for sheer elegance you couldn't go past the beautifully restored Gelyce, the 50 ft C&N cruiser used by Sir Thomas Sopwith in the 1930s as a tender for the America's Cup challenger Endeavour.

After the first week lots of free tickets started to appear in the inbox, then access was thrown open to all but with only a few days to go it was hard to get the message out. The boats are now tucked away behind the virtual boatshed gates but the list of resources is being maintained and developed. OCH are confident the virtual festival will return bigger and better next year.

- Pictures from OCH festival website. OCH is a members-only subscription site.

A FAVOURITE TOOL

By Ross Marchant

I am always looking for new tools to make my projects on the boat easier. After going on Google I found that Bosch had a Cordless Nano Saw!!!! So I went to my favourite Mitre 10 store at Kemps Creek to look at their display and to my disbelief there it was on the shelf !!!! I was so pleased when I opened the box to find it was a neat and comfortable tool to hold. Like a kid I rushed home to use it. I tried it on Spotted Gum and Oregon – and yes WOW!!

You can plunge straight into wood as if you cut a mortice joint. It took a bit of practice to discover the best approach for different applications. This tool is a game changer! There is a Jigsaw style, but to me the Nano Chainsaw is the most versatile. I took it to the boat the following weekend in case I needed to use it and sure enough I wanted to remove an old sheet of ¾ ply with 16 galvanised nails hammered hard with no chance of getting a claw under the heads. All I had to do was Nano Saw a square around each head about 20mm x 20mm and the ply just pulled off. Then I cut along the sheet of ply horizontal with the bed frame. No other tool on the market could have done that so neatly and quickly. The blades are so easy to change.

The Bosch Nano Saw 12 is about \$190.00 with battery charger and blade. Spare blades are about \$45.00. What an amazing tool. Love it!!!



Above: The Bosch Nano Saw 12

The Paynesville Report

By Chris Dicker

Firstly, I would like to apologise if I seemed a little flippant about the floods especially to those that may have been adversely affected. We do not have a TV and have not had one for a long time so we don't see the news up close, nor do we know what the current celebrities or politicians look like. It may seem a little odd that we live our life without a TV. To us it is not odd.

Without the 40 days and 40 nights deluge wooden boat building may never have begun. I can remember it raining and raining, thinking it will never stop and the last of what becomes precious dust turning to mud. But it does stop and a new life begins again. Without water, in any inconvenient quantity we will die a worse death than drowning.

Except for the suggestion that a 300 cubit (510 ft) wooden vessel may have been built to save all the animals in the world so that we could destroy them 5000 years later, the wooden boat content of this article must be very frustrating for the editor. I do hope to make amends by attempting to sail our 84 year old wooden boat across to Deal Island in Bass Strait.

PART TWO.

We did it, we actually did sail across 100 miles of Bass Strait and landed on Deal Island. I can hardly believe it myself. Except for one day and night when it blew pretty hard from the west we had 6 days of balmy weather.

The whole group of islands is called the Kent group and consists mainly of Erith, Dover and Deal.

There is a choice of anchorages depending on the weather but the preferred anchorage is in East Cove on the western side of Deal. In my opinion this anchorage is secure in all winds up to 20 knots. One day the forecast was for 25 from the west so we moved around to Winter Cove on the east side. There is good holding in sand but the bay is surrounded by steep hills, which turn your 25 knots into 30+ bullets. We would have been much better staying where we were or even going over to Erith. We anchored at Erith three years ago and found it very insecure with weed and shallow sand over a rocky base. This was on the northern end but we now know that there is very good anchoring on the southern end. I am always thrilled to learn something as I generally think I know everything.



There is hope yet. To a tinnitus sufferer silence is a treasured memory.

All the bays and the lighthouse on Deal are connected by walking tracks; most of these are a sheer pleasure. There are no dangerous snakes, which is amazing as Flinders Island, 30 miles away is notorious for its tigers, copper heads and etc. There are many wallabies and quite a few Cape Barron geese. I did go for a swim in the very clear water and found it more than tolerable for early autumn.

We more or less sailed home but amongst it all there was a good deal of motoring then arriving too early we had to heave to, to wait for the tide at Lakes entrance.

There is a rumour that the paddle steamer, 'Curlip' will end her days as a static display in a park somewhere in East Gippsland. This is a travesty and a great shame.

When they talk of severe weather in Bass Strait 25 knots is a breeze. Murray Pass, between Deal and Dover-Erith is 50 metres deep as is most of the surrounding water. In fact the whole area has an average depth of around 55 to 60 metres and very flat. Before Bass Strait was inundated around 12 thousand years ago the islands must have been spectacular mountain ranges. A current runs through Murray Pass at up to 5 knots. It runs south in the flood and north in the ebb. 6 metre seas have been recorded at either end when wind is against the current. I think then there would be nowhere to shelter in the Kent group.

We circumnavigated Deal, which is a substantial lump of island 6x 4 kilometres and the rugged coastline pay proud homage to the seas that have shaped it.

I have been a long time sufferer of tinnitus so I 'hear' a cacophony of cicadas, jet aeroplanes, crickets, jack hammers, and frogs during my awake hours. In both our anchorages Gilli asked if I could hear what sounded like cicadas. Well yes, of course I can. They turned out to be frogs and there must have been hundreds of them.



BUY SWAP and 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 - 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



FOR SALE

True craftsmanship is evident in this 16ft rowing/sailing wooden boat. Designed by renowned US small boat designer Phil Bolger, a lightweight version of the traditional fishing dory used by East Coast USA fishermen. Stitch & glue plywood construction, epoxy sheathed. Sails quite well, sail provided, also oars, spars, and hand trolley for moving the boat. Boat fits comfortably on a 1.8 x 1.2m trailer, drawbar extended. Please email Zoe at zflanaganfield@gmail.com
Price -\$4,500



FOR SALE - Palana – a classic Tassie -built centreboard yawl is for sale Designed by Arthur Robb and built by master boat builder Max Creese in Hobart, following the finest Tasmanian traditions, she has been lovingly cared for (professionally maintained) with beautiful original Oregon masts (main and mizzen). - Strip plank King Billy Pine, resorcinol glued. Very good condition. - **PRICE REDUCED \$45,000 negotiable** - Contact: Robbie Williams 0414 406 222 dinkydy@optusnet.com.au



FOR SALE Part complete 14' putt putt' Due to ill health I have to abandon building a 14' putt putt. I include all huon pine and spotted gum to complete the project. Outer hull in huon pine 90% complete. Total price: \$3850. Also included is a thickneser, 3/8 copper rod and silicon bronze nuts and washers. Welcome to inspect at the central coast NSW.

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



FOR SALE -

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

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



LOOKING FOR

'Syndicate' Proposal

WBA Member, David Malone, is looking for members (no cost involved) to join him in sailing his 36ft Tasman Seabird 'Carousel'. Syndicate Members would be able to sail with David on his yacht, while David and his co-owner meet all costs associated with the project. There is also the prospect of members sailing the yacht on their own. David is keen to see the yacht sailed and loved. A mooring in Burns Bay is close to a jetty with dinghy storage nearby. Call David for more information: 0418 440 828



LOOKING FOR

Looking for a putt putt or similar *inboard* launch - See example below. Length: 13ft-20ft. Either petrol or diesel See photos attached as examples. Trailer would be preferable I would also be very interested in a timber Jubilee Class Yacht (very different to a putt putt, but I have always wanted one)

Jayce Raaschou - 0439017001 - jayceraaschou@gmail.com



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



LOOKING FOR

WBA Member' Jaime Arvela, is looking for back issues of Australian Amateur Boat Builder. He has Issue 60 (Jan, Feb, Mar 2008) – featuring the build of a Paul Gartside-designed 10ft skiff by Andrew Denman. There were 2 more articles in the series – not necessarily consecutive issues.

Please call Jaime on 0457 386 270



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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

GENERAL MEETINGS

General Meetings are Back !!!

Tuesday, 11 May 2021
DUNDAS SPORTS CLUB (Note change of venue)
9 Elder Road Dundas
6pm-onwards – Dinner
7.30pm – General Meeting

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

ON THE HORIZON

General Meeting Speakers/Topics will be announced as soon as possible.

Tuesday, 11 May – General Meeting – Dundas Sports Club
Monday, 17 May – Committee Meeting (Sporties Gladesville)

Tuesday, 8 June – General Meeting – (Dundas Sports Club)
Monday, 14 June – Committee Meeting (Sporties Gladesville)

Hal Harpur Award and Christmas Dinner
Tuesday, 14 December – Dundas Sports Club
6.15pm Dinner - 7.30pm Award Evening

WBA Picnic – 26 September 2021 10am – 4pm: Kissing Point Park, Putney.

Further information to be advised.

Timber, Tools and Artisans Shows (POSTPONED)
Canberra (ACT) 12-14 November 2021

2022

4-6 March 2022 – Paynesville Classic Boat Rally

Available from:

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www.nauteakmarine.com