

Scuttlebutt

NOVEMBER 2021



*Behind every great boat is a suitable tender...
Phil Heaney continues the story of his new build
on page 4.*

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PRESIDENT'S REPORT

Peter Widders
NOVEMBER 2021

WBA 2021 Apprentice Award

The WBA Committee has selected 2 winners of the 2021 Apprentice Award. James Bishop and Alex Lopez will each receive \$500 towards the purchase of hand tools to support their careers in working on wooden boats. Alex is currently working at Sydney Harbour Tall Ships and James is at Sydney Wooden Boats. More information will be available in subsequent issues of Scuttlebutt. Thanks to Malcolm Boyd and Nick Lawther for their leadership of this annual initiative of the WBA.

This Month in Scuttlebutt

After a bumper issue of 16 pages for our October issue of Scuttlebutt, the 'larder' was somewhat bare for the November and December issues. A flurry of emails went out to our regular and potential correspondents, and I am grateful that they have again stepped up to the plate to the degree that we are able to produce our second issue of 16 pages.

WBA Member, Norm Kelk had responded to my request for a skin-on-frame kayak book early in 2021. Norm was in touch again recently with another book he had rescued and asked if there was anyone to whom the book would be of value. With a title of '**Water Tube Marine Boilers**', I thought this might be one for (WBA Member) Terry Lance and the Steam Boat Association. Norm was kind enough to write a book review for us before mailing the item to Terry.

Phil Heaney has done a terrific job of keeping us informed on the progress of his new build, Awaba. The project has seen another boat in the mix with a 10ft tender included in the specs.

Grant Holmes shared an interesting project with us a while ago and it has finally seen the light of day in this issue.

Michael Coleman was one of our Members featured in my Report last month and has kindly provided more details of his new build.

Chris Dicker continues his report on the rebuild of 'Rosherville' with some more photos including a piece of equipment that has seen service across a number of projects.

RMYC Timber Boat Festival – 27 and 28 November 2021

While the WBA Committee has decided not to have a stand at the Festival this year, a number of WBA Members have indicated that they will be in attendance at the event. We are looking forward to a new beginning for our Festivals and Events.

WBA Events

As advised previously, the Committee has decided that the next **General Meeting of our Association will be held on Tuesday, 11 January** at Dundas Sports Club, Elder Street, Dundas.

Tuesday, February 8 2022 – General Meeting

Tuesday, March 8 2022 – Annual General meeting and 2021 Hal Harpur Award Evening

Woodworking Shows

At the time of writing, the **Timber, Tools and Artisans Show is scheduled to be held in the ACT on 12 – 14 November 2021**. Restrictions are being updated and amended on a regular basis and this event will be one to keep an eye on.

Keep safe and connected until we can meet again.

Peter Widders



Image above:

Classic woodie
see at Botany
Bay Yacht Club:
Design??

Are You Looking for:

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THE NEW BOAT PART XII

By Phil Heaney

I thought by now this would have been the last chapter of the 'Awaba' story describing the launching and the many smiling faces at the launching party. But due to circumstances beyond our control this will have to be the second last issue. From my point of view the new boat is as good as finished. Now she will be referred to as AWABA. It's from the local Awabakal dialect meaning the 'lake'. I have gone as far as I can go until some articles arrive from overseas, including the stove from Europe, a compost toilet from America, the anchor winch from Muir, (it seems the bodies are made overseas) and several other

minor items. This, of course, is due to Covid disrupting shipping worldwide. Not much we can do about it but wait.

On the local scene we are waiting on some stainless steel for the hand rails, and the electrician to wire the switch board. They have more work than they can cope with, another consequence of covid. People are spending their money on boats instead of overseas trips. Since my last report I have finished the engine room installations, made the mast and booms and made the patterns for the bronze castings





for the mast. These have been delivered to the foundry. The mast and booms are of old growth Oregon. This beautiful timber was acquired from a local who supplied select timbers to architects etc. I also bought some beautiful Rose Wood and Huon Pine. Unfortunately, I don't have much left but it has gone to a good cause. I have also coppered the keel and stem to the waterline and installed the docking strip. I used a 140mm wide by 25mm thick plastic strip for this. It is very robust and worms will have nothing to do with it. I also installed a stainless-steel guard on the stem because Awaba's straight stem would be exposed to damage by the anchor.

We were able to track down the upholsterer who did a fantastic job on Athena and we are happy to report he has now done a great job on Awaba. When others claimed they were too busy to do the job before the new year, Stuart had it all done within 4 weeks of first contact.

Now that Awaba is as good as finished, attention has turned to a proper tender for her. I have designed a 10ft by 4ft sailing tender which should row, sail and motor well with a 2 hp electric outboard and with plenty of stability. The form of construction I have chosen is strip planking of 6mm Oregon, (mainly because I have lots of it). It is to be fibre glassed inside and out with 10-ounce mat, making it strong but still relatively light. It will sit nicely on the cabin top when not needed. The rig will be a simple Lug rig. Buoyancy tanks will be built into the seats fore and aft, enabling it to convert into a life raft in an emergency.





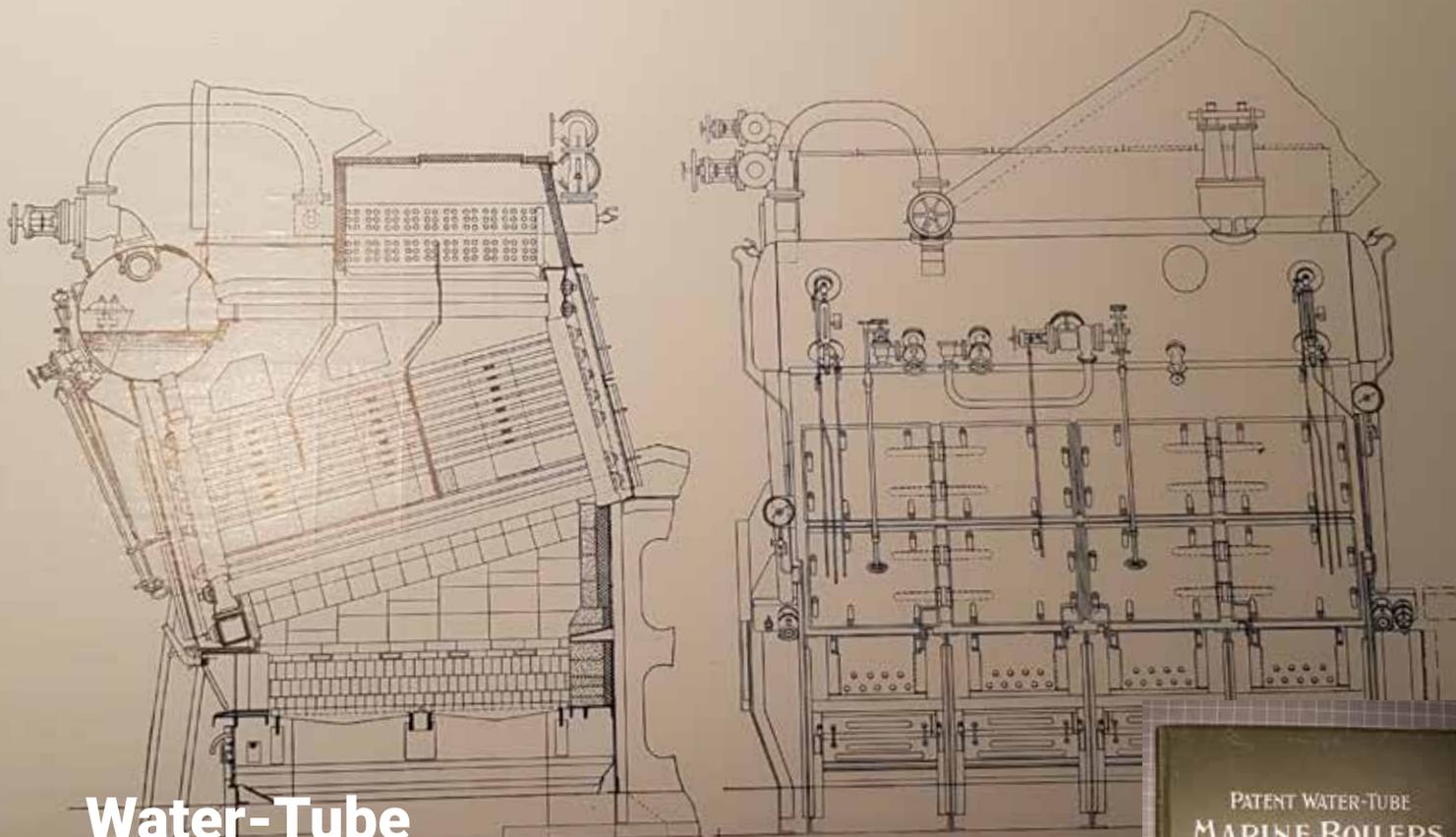
It is now late October and we are preparing Athena for a cruise down to Broken Bay in early November (Covid permitting). After cruising the Hawkesbury and surrounds we will attend the Wooden Boat festival at the R.M.Y.C, Newport, where we hope to catch up with lots of old friends.

When we return to Toronto, we will complete the outstanding jobs on Awa-ba in December and launch in January.

On another matter, I have been experimenting with egg white on propellers. I heard about this overseas. Two years ago I treated the bow thruster on Athena with egg white. When we slipped the prop was as clean as when I applied it. I have now put it on the main propeller, so watch this space!

Phil Heaney. Shipwright

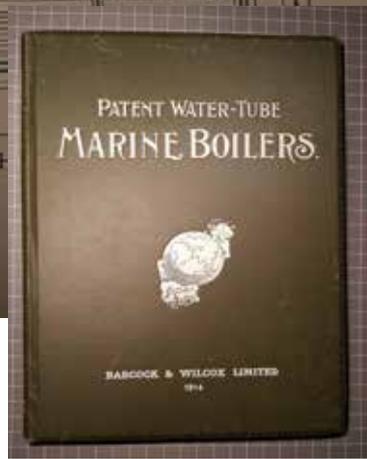




Water-Tube Marine Boilers,

By Norm Kelk

Babcock & Wilcox Boiler and Superheater as fitted to the S.S. "A. P. BERNSTORFF." 3,300 H.P.



Manufactured by Babcock & Wilcox Limited (London, England) and The Babcock & Wilcox Co (New York, USA), Forth Edition, London and New York, June 1914.

I found this book in a house that I was helping to clean, and I immediately recognised that someone in the small boat fraternity might well be interested in it. It has found a good home with a member of the Steam Boat Association of Australia.

Babcock & Wilcox were founded in 1867. Various daughter companies are still in existence today in the UK and USA, some working in the area of steam boilers but others in wider fields of manufacturing and energy and environmental science.

The book is an extended description of many of the steam boilers that the company produced just before World War I and which were widely

employed in the British Navy, various industrial craft and also in tourist/cruising vessels. The

book also compares their boilers very positively with the boilers of other companies and designs.

The book has dozens of (black and white) photos of a variety of naval vessels including the HMS Dreadnought (1906) (on page 44). The book was published just before the start of World War I, in the last years of the reign of Admiral Jackie Fisher as First Lord of the Admiralty. The Dreadnought was one of his major projects and became very influential in future naval design throughout the world.

One thing that the book does not have is a Contents page so it is very difficult to get an overview of the text without detailed study of the whole book. However, it does have an index so the informed reader can find their way to issues of interest. In addition to the photos of great ships, there are also a number of illustrations of design features of Babcock & Wilcox steam boilers, and close-up photos showing design features and the process of installation.

For those of you who might want their own copy of this book I note that it is still available via second hand book sellers and is easy to find via an internet search.





WHAT HAVE YOU BEEN DOING DURING LOCKDOWN?

By Grant Holmes

thing to do, I discovered the old flagpole somewhat worse with the passage of time. I dragged it out and cleaned it up repairing as I went. It was about this time I thought it would make a nice central piece of a signal station. I had some nice old pieces of Douglas Fir for the gaff and the yard. With a bit of planing, a bit of painting and all held together with some lengths of pipe, a signal station was born.

I dug a hole and filled it with concrete for the base. All that was left to do was the stand the whole thing up. With a few friends and family in between stay at home orders, up it went, much easier than we all thought. The original pole is now over 8 metres long having cut a metre off the base. It is a single piece of Douglas Fir which may prove a challenge these days for something like that from Bunnings.

Grant Holmes 0400844716

About 18 years ago I was teaching Electrical Trades at Rhodes in Sydney. An old industrial area on the Parramatta River, which, at that time was being re-developed with the building of large tower blocks. Opposite our building was the remains of the old Glad-Wrap factory under demolition complete with two very tall flag poles attached to the front of the building. I had a chat with the demolisher about the chances of buying them. He said the first thing we need to do is get them on the ground in one piece. After a short struggle with his hydraulic excavator, they were both on the ground, one slightly shorter than before. What about \$40, sounded good to me.

With a bit of help I managed to get them on the roof racks of my Landcruiser and drove them home. I do remember the drive from Rhodes to The Blue Mountains as being quite frightening as there was quite a bit of flagpole overhang at both ends. I dropped the shorter one off at John Dikeman's and took the other one at home for a job some-time in the future.

With the lock down and looking for some-



OPEN LETTER TO BILL THOMPSON

By Michael Coleman

G'day Bill,

I see in the latest edition of 'Scuttlebutt' that you're starting a new build. I must say that you're a tiger for punishment as you have just finished the Folkboat and, before you get too far, I wonder if I might make a few suggestions, based on my wide experience that came with building an 8' rowing boat a few years ago.

It strikes me that you might have been hanging around with the wooden boat crowd for too long and are denying your engineering background. Firstly: the design. There's really no point in "taking off the lines" of an old clunker when there are plans readily available for fast cruisers done in an up-to-date styling; these show "retro" styled fins, convex tinted windows and a three storey configuration that gives excellent vision from the fly bridge, even on a 20 footer. While a friend likened this styling to a modern steam-iron, I think he was simply jealous.

Secondly, construction. Look, carvel planking is so... well, yesterday. As an engineer, surely you would want to use the most up to date techniques; look at that great engineer Brunel and the "Great Eastern". When iron became available, he used it. Now we have fibreglass and epoxy resins and I assure you, Isambard would have been into them like a rat up a drain. The idea of carefully spiling out a plank, and instead of fitting it tight and gluing it to its neighbour, you are going to leave a special gap for the water to come through, then hire a chap with a long beard and a funny hammer who bangs in some organic material which is bound to rot eventually; I mean really! What kind of engineering is that? And as for timber, Kauri is ok but I'd be very careful about

Brazilian mahogany. That Bolsonaro fellow seems like a wrong'un to me, and he might have sold you some crappy rainforest softwood stained dark brown for all we know. Caveat emptor.

While on the subject of the build, Ian Smith once told me that in his opinion both carvel and wood-epoxy composite construction were good techniques, but look, anyone can batten seam an 18-footer. What would he know?

With regard to the engine, don't go down that silly electric/battery route. You just don't get the high speeds you need on the harbour these days from this source. I'd also be a bit careful about diesels as well, as they are notoriously smelly. Now the Maserati people are putting out a 12 litre, V16 configured, dual turbocharged marine petrol engine, and you would appreciate its engineering I'm sure. Twin chain-driven overhead cams per bank, 4 valves per cylinder, maximum power at 7000 rpm and all the bells and whistles. They have built it with minimal muffling so you can hear the glorious sound of the V16 at work and you will be the envy of all those within a couple of kilometres. It's pricey, but you pay for what you get.

I think with a power plant like this swinging the right sized prop you should consider flattening out the buttock lines aft considerably and forsake the old-fashioned displacement hull concept completely. She would get up and plane given full throttle, and once on the go you could probably drop back to, say 4500 - 5000 rpm and maintain a good 15 knots. Worth a look, but for God's sake, don't look back at the wake. It would be prudent to throttle right back when the Maritime people are snooping around, as they are famously poor sports about this sort of thing.

I hope these ideas are not too late for you to consider. We all must try to keep up with the times.

Regards,
Michael Coleman.



Image: A teaser of Bill's progress... Watch this space

A WORTHWHILE ENDEAVOUR

By CHRIS DICKER



Jock Muir once said a wooden boat should last at least as long as a person. Westwind is now 84 years old and it is only the fact that the owner before me fell on hard times and was unable to sail or maintain her that she ended up in such a deplorable state. Things happen and change in peoples lives and often the boat has the lowest priority. This may be the time to pass it on to a new custodian while it is still viable. We are fast reaching a time when there will be no more suitable timber to build or rebuild wooden boats. There are so many forgotten wooden boats hanging forlornly off moorings that are, without a doubt, worthwhile projects. Build a new boat yes, save an old boat, yes also.

Rosherville is moving along though there is more to do than first thought. The idea is to get the boat back in the water. Fancy that. She was built a sow's ear so I am not going to make a silk purse of her. Actually that is a little harsh as I think the original build was very fine but the subsequent and many repairs were imaginative and hurried.

The ribs go from gun'l to gun'l and are not laminated. Quite a few are ratty where they cross the keel so I scarp in a new laminated section here. So far I am only working up front where I have also replaced a couple of floors, doubled up on deck beams and fitted a substantial breast hook to the new stem.

To explain the photos, A common old gal turnbuckle that I took off Westwind has been such a useful tool. There is a huge amount of



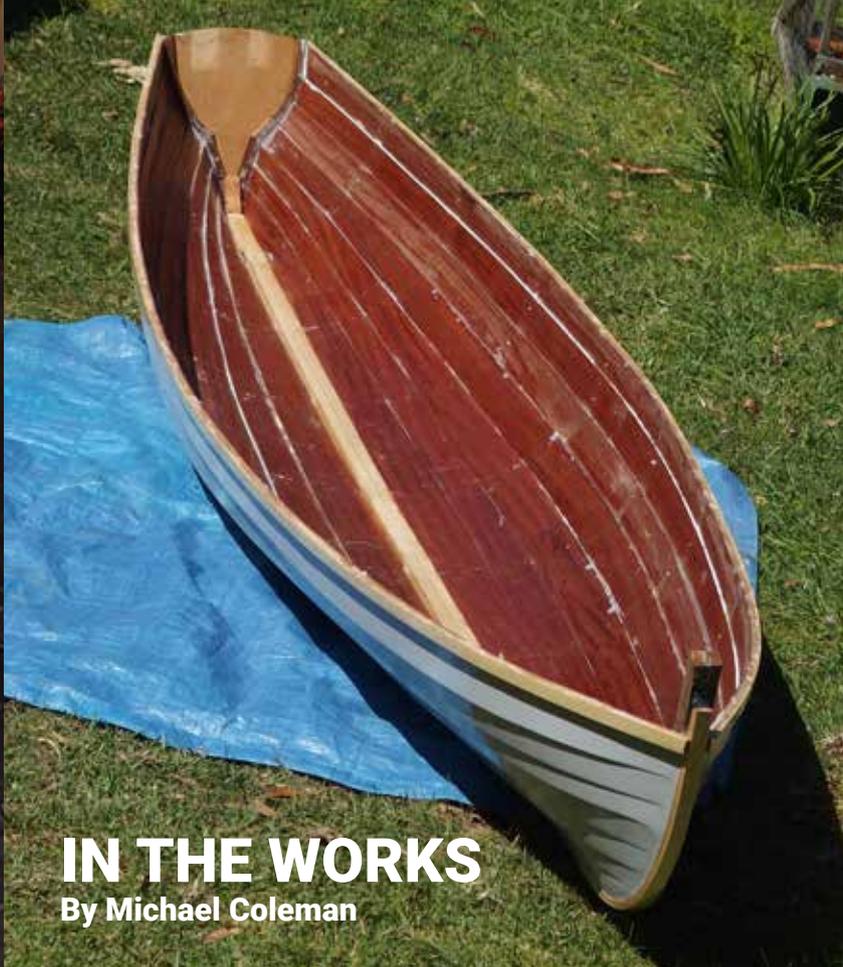
power in any thread. This power can not only pull but equally push. With a little imagination and anchor points you can use this simple devise to great advantage.

Not everyone has the luxury of a skyhook and many a time I dreamed of one. Here I am fitting the first section of the foredeck, all suspended from the roof with a tackle and about to be lowered onto the deck beams that are smeared

with glue. The rest of the deck was manageable without help from above and is now waiting to be coated with an impermeable membrane!

The photos in the last article were of our Huon pine seedlings. They are taken about 3 years apart. I had no idea the Huon would survive, let alone grow. Who knows where they will lead us.





IN THE WORKS

By Michael Coleman

My current build; a 14 ft. sliding-seat rowing skiff in glued 3mm (3.6mm really, see below) clinker ply. It will have longish (8'6") timber spoon-blade oars rigged on a ply composite outrigger.

Single seat only, purely for the enjoyment of recreational rowing and the development of good sculling technique. It will come out at about 30kg in weight, is reasonably slinky in hull form being a substantial adaptation of Oughtred's "McGregor" sailing canoe but given a cute heart-shaped transom and subsequent alteration to all the lines aft of the centre. While slender, it's quite stable when you're in and seated.

It's pretty much the same as my last build, but on this skiff I have a 0.6mm veneer of (breath-takingly expensive) River Red Gum on the inside which will be trimmed with Silver Ash; a lovely combination.

At the time of writing the skiff has its (external) gunwhales and keel laminated up from Hoop Pine and Silver Ash and has been undercoated, then popped off the molds. The photo shows some cleaning up of the glue lines is needed. The rough cleating on the transom will be covered by the aft buoyancy tank.

Michael Coleman





Firstly a quick weather report. Today 29th of October has been very windy. I wonder how many people have actually seen or even heard a large tree fall down other than being cut down. Up until today I think I have only witnessed one. Today I was with a Land care colleague doing our monthly water testing along Forge Creek. This takes us into heavily forested areas and the wind was already drumming across the canopy. We first heard the cracking in a gust, which sensible people would take as a warning to get out

of there, we continued taking samples then another gust and a very large gum came crashing down not 40 meters from us bringing smaller trees down with it. There was a further cracking heralding another imminent change in nature, which my colleague seemed oblivious to. I managed to convince him of the danger shortly before another leviathan came crashing down. We had our samples and were walking up the track back to the car when another monster uprooted and fell across the track behind us.

There is an element of luck just getting out of bed in the morning and very luckily we don't know the knife edge we walk along every day. Not that I want to worry anyone but would we want it any other way?!

CALL FOR CONTENT:
Do you have an article, project or anecdote to share with us?

The ongoing success of Scuttlebutt is very much dependent on the contributions of our Members. The 2 most recent issues have been extended to 16 pages through the generous efforts of Members with positive feedback from all.

Please share your stories with us: text and photos (separately please) to:

pwidders@yahoo.com.au

Right: The Osberg Ship: Oslo Viking Ship Museum from the cover of scuttlebutt September 2019



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

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 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

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 FREE: Copies of WoodenBoat free from Norm Kelk

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2008, 2009, 2010, 2011, 2012, 2013, 2015, 2016, 2017, 2019

Incomplete years:

1993	Jan/Feb, May/Jun, Jul/Aug, Sep/Oct
1994	Jan, Mar, May, Jul, Nov
1996	Sep/Oct
1997	Mar/Apr, May/Jun, Sep/Oct
2006	Jan, Mar, Dec
2007	Jul/Aug
2014	Jan/Feb
2018	Jul/Aug, Sep/Oct
2020	May/Jun

Contact Norm Kelk - 0423 787 765.

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 - 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



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 - A Cowl Vent

The cowl vent has a 58mm base opening and 120mm at the top. The dress ring is 156mm inside and 220 mm outside.. just need one of each. Can buy a complete porthole if they don't want to separate the parts.

Phil Heaney
0415718435

LOOKING FOR -

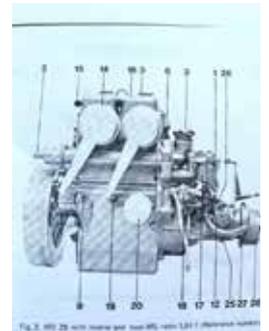
I have an unusual request that members of your association may be able to help me with please. I am currently researching the story of Arthur Baird, Qantas' first engineer. In 1939 he helped design a tender to transport passengers and freight between the terminal and moored flying boats at Rose Bay. The tender, named Nisus, was constructed by Paul and Gray at Careening Cove using local timber and could carry 17 passengers and was capable of 17 knots. Frank Gannon of Paul and Gray was the co designer. It is understood Nisus remained at Rose Bay until 1953 when it was moved to Cairns. It would be very interesting if any of your members could add to the story of Nisus.
Thank you

Colin Lock -
cflock48@bigpond.net.au
9544 0409



LOOKING FOR -

WBA Member, Malcolm Wright is in search of some parts.
My motor is a Volvo Penta MD2B.
The parts I'm interested in are :-
A) the Oil Dip Stick (item # 9)
B) thermostat - see specification
(At a reasonable cost)



LOOKING FOR -

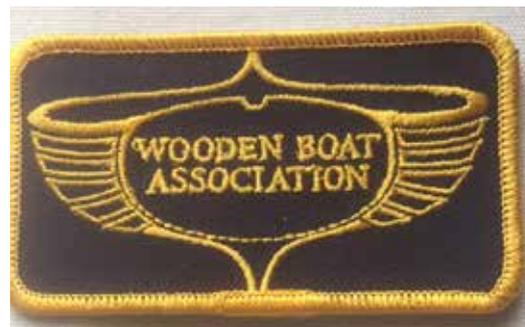
I am trying to find a BMC Captain Diesel engine or locating someone who might be a diesel mechanic who can restore one of these engines for my wooden boat
Thanks, David
0419120553
davidandsally1971@gmail.com



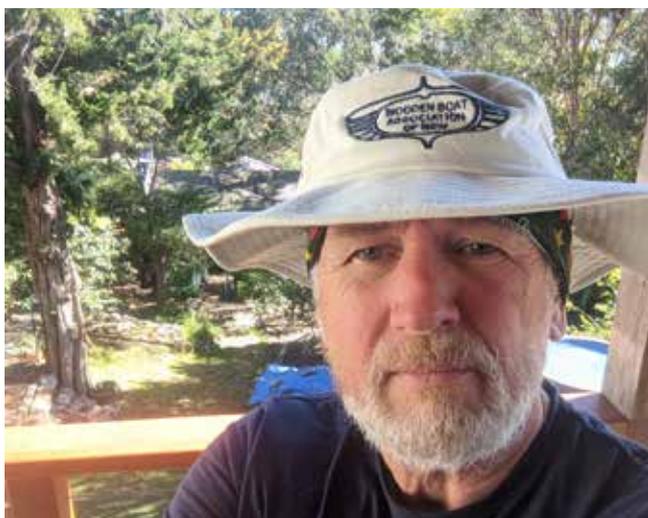
MERCHANDISE

Members are able to purchase /order items at General meetings or by email to the Merchandise Officer - Sally Ostlund salonsquarerig@gmail.com

Item	Member Price	Non-Member Price
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





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ON THE HORIZON

General Meetings - Dundas Sports Club

Tuesday, 9 November – AGM of the WBA - CANCELLED

Tuesday, 14 December: WBA Christmas Dinner and Hal Harpur Award - CANCELLED

Tuesday 11th January: General Meeting

Tuesday 8th February: General Meeting

Tuesday 8th March: Annual General Meeting of WBA & Hal Harpur Award 2021

Committee Meetings – Gladesville Sporties

Monday 18th October

Monday 15th November

Festivals, Shows and Events

Friday- Sunday 12-14 November: Timber, Tools and Artisans Show – Canberra

Saturday/Sunday 27-28th November – RMYC Timber Boat Festival

2022

4-6 March: Paynesville Classic Boat Rally
CANCELLED

