

# Scuttlebutt

November 2020



Janet - Replica of a Charles  
Sibbick Half Rater  
Photo Credit: Martin Nott

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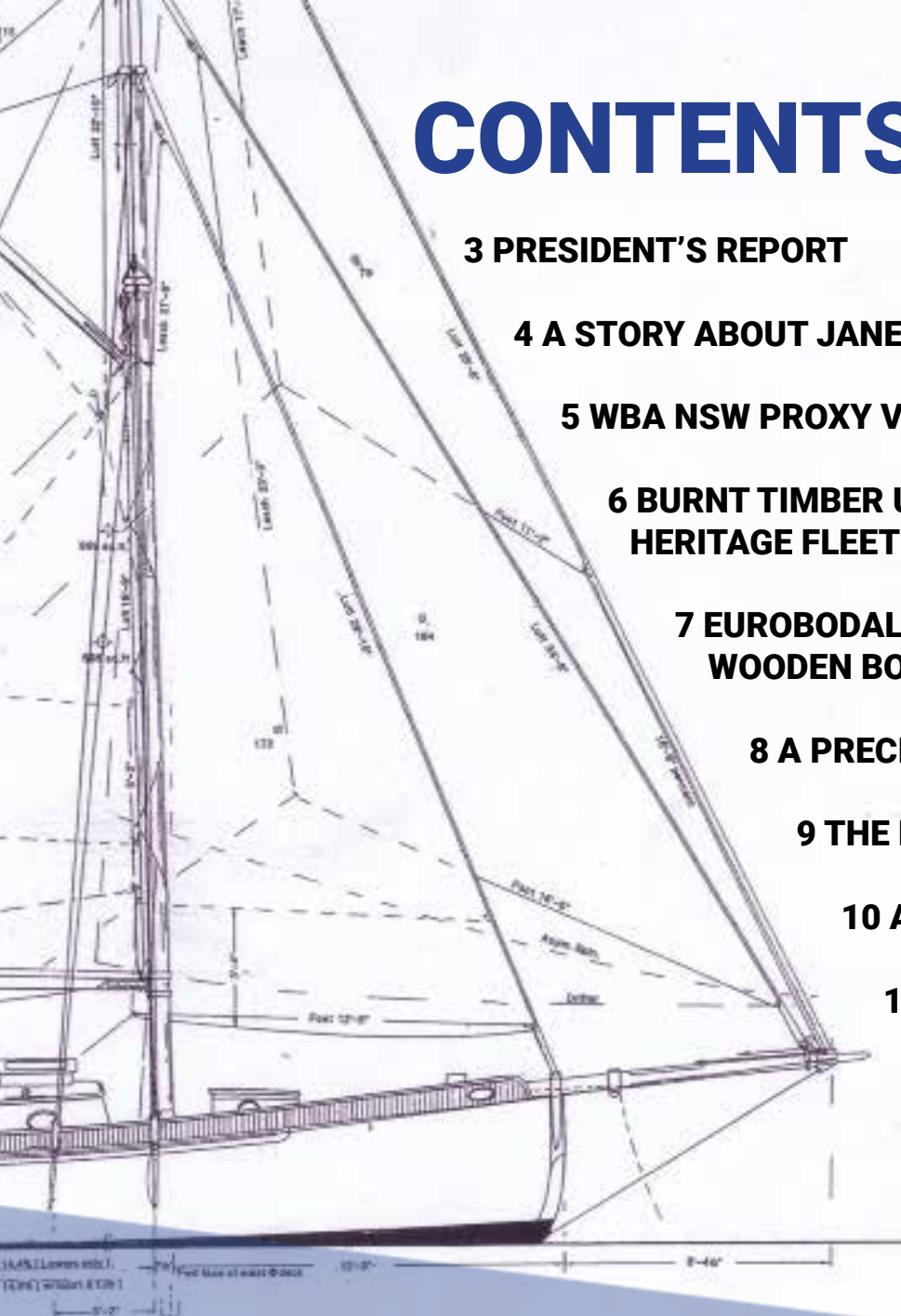
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Scale: 1/2"=1'



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# PRESIDENT'S REPORT

Peter Widders  
November 2020

## Hal Harpur Award 2020 and WBA Annual General Meeting

The October Committee meeting saw the appointment of Bill Thompson, Rob Hardy and Michael Coleman as member of the judging panel for the 2020 Award.

The annual award is usually presented at the December general meeting and Christmas party. The disruption of Covid 19 has led to the Committee deciding to hold the Hal Harpur Award evening at the March, 2021 general meeting on Tuesday 8 March 2021. This meeting, at the time of writing will also include the postponed Annual General Meeting of the WBA.

Under the Rules of the WBA, the AGM must be held no later than 6 months from the close of the WBA financial year. Nomination/Proxy forms are included with this edition of Scuttlebutt.

If circumstances do not permit the holding of the March, 2021 general meeting, the Committee will advise of arrangements to be put in place in lieu of the meeting.

## November Scuttlebutt

This issue of Scuttlebutt features another panorama of the world of wooden boats. A big 'Thank You' once again to our contributors. Nick Lawther writes about the quest to identify a Charles Sibbick- designed yacht. The Sydney heritage Fleet has secured some timber harvested after the devastating fires early in 2020. John Gale writes about his grandfather, Cliff Gale, with some photos from Ian Smith's new 'Ranger' build and the Ranger, Valiant. Dick Bedell, a wooden boat enthusiast from the South Coasts, shares a report on an outing with the Eurobodalla Wooden Boat Group. Ross Marchant has provided another quality book review and our regular correspondent, Chris Dicker has shared his latest Paynesville Report.

The Committee discuss options for our communication channels each month at their meetings. Scuttlebutt, the E Newsletter, WBA website, Instagram and Facebook continue to 'fly the flag' for the association. Committee members will be looking to contact members at some stage to seek contributions for, in the first instance, Scuttlebutt, with potential for inclusion of material on the WBA Instagram and Facebook pages, as well as the E Newsletter.

## Projects 2020

A recent conversation with a marine supplier confirmed my suspicions that the difficult times of 2020 have seen an increase in boat-related activities and projects. The 'silver lining' of Covid 19 has been an opportunity to focus on that long- sidelined project or repair, when normal activities have been curtailed. These projects form the 'bread and butter' of Scuttlebutt and are of great interest to members. My own ladder project is close to completion and will feature in an article in Scuttlebutt in the coming months.

A simple photo essay with captions can be an important contribution to the continuation of Scuttlebutt as a member-driven publication. A longer article with text as well as photos is also appreciated. Projects, short trips and activities in boats are all worthy of sharing with members.

Please send your contributions to [President@wbansw.asn.au](mailto:President@wbansw.asn.au) or [Editor@wbansw.asn.au](mailto:Editor@wbansw.asn.au)

## Winch Donation

WBA member, Malcolm Wright has kindly donated 2 large 'classic' winches to the WBA. The Committee has discussed how to get the winches to a quality project, with a number of options considered. The winches weigh 30kg each and have drums of 200mm diameter and bottom-action handles of bronze.

We were very pleased to receive a positive response, to the offer to donate the winches, from the Mistral 11 Restoration Project in Hobart, Tasmania. Mistral 11 is a 64ft Alden-designed schooner built in Sydney in 1922 and was donated to the Windeward Bound Foundation by the Burton Family in 2019. It is a significant Australian yacht for a number of reasons, including that it was a competitor in the first Sydney-Hobart Yacht Race of 1945, and is one of only 2 yachts from that race still afloat. The other yacht from that race that is still afloat is Wayfarer, owned by WBA member Peter Smith.

The Mistral 11 Project and the WBA are now exploring options to get the winches to Hobart.

See more at: [www.windewardbound.com.au](http://www.windewardbound.com.au) Follow link to "Meet Mistral 11 Our Newest Vessel"



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

## Stop Press

Committee members, Denis Songeon and Sally Ostlund are working on the first WBA 'Webinar', to be held in December, 2020. We are unable to provide further details at the moment but will do so in (hopefully) the November E Newsletter, and certainly, the December E Newsletter and December Scuttlebutt.

Stay Tuned!

# A STORY ABOUT JANET

By Nick Lawther

Photo Credit:  
Sailing Photo -  
Reproduced courtesy  
Australian National  
Maritime Museum,  
David Marks album

An enquiry came from my mate Martin Nott who is writing a book, the book, on Charles Sibbick. "Janet was a yacht designed by Charles Sibbick, Cowes, and built in Sydney around 1900/1901 for a Mr McMurtrie obviously an important and or wealthy person to do this. Janet was a 30 foot linear rater."

He asked could we find a better photo that this and confirm where the photo was taken. Now just before Martin's email arrived I had been at Mac Marine in Newport when Capt Tom Hughes showed up with Mori & Kham Flapan. I had seen Mori's register (<http://www.boatregister.net/>) so with his name fresh in my mind I sent him an email and asked if he had any information on Janet. A lot of information. Brilliant but no photo.



**Name:** Janet  
Later names {also Sail or Rego or Fishing No}:<unknown>  
**Material:** Wood  
**Rig:** Cutter~lug Rig changes & identification codes:<unknown>  
**Type:** Yacht Propulsion:Sail  
**Designer:** Sibbick, C.  
**Year built:** 1900 Yard or Job No:<unknown>  
**Builder:** Bailey, Charles jnr

**Where built:** Auckland, NZ  
**Engines** <unknown or N/A>  
**Boilers/Gearing:** <unknown or N/A><unknown or N/A>  
**Official Number:** 125210 IMO Number:<unknown or N/A>  
**Dimensions (ft)**—Reg.Length: 31.50 Breadth: 7.50 Depth:2.20  
**Volumetric 'tonnage' measurements** (1 ton = 100 cubic ft):  
**Gross:** <unknown> Underdeck: <unknown> Net:5  
**Decks:** <unknown> Deck Erections:<unknown>  
**Number of funnels & location:** 0 Number of bulkheads: 1

**PORTS and owners:** SYDNEY@'01 James Muir McMurtrie:'01 estate of J.M.McMurtrie (Perpetual Trustee Co Ltd): b05 J.A.Muston: b07 H.Colley???: SYDNEY'09: b10 Horace James Muston: ADELAIDE'10(b17b18b28) Henry James King: '11b12b14 J.Hunter

**Fate/Status— Year:** 1918 Type: B/U Details: Register closed 1938

History and details: 30' Class racing yacht. 10 metre class yacht. Double planked Australian cedar on American elm timbers, decking also Australian cedar. Kauri keel in a single length. Angle iron floors. 7½TM. 40' Loa. 28' lwl. Bulb fin. 5'6" draught. Balance rudder of steel. Spars, rigging & fin and other fittings imported. Sails by Laphorn & Ratsey comprising lugsail, foresail and jib. Open cockpit 9'

long. Watertight bulkhead aft. Varnished topsides, white below waterline, gold sheerline. Appearance is like a large edition of Desdemona. 1900/10/27 reported construction had started, to be finished in December. Built for the Intercolonial 30' Linear Rater Championship held as part of the Commonwealth Regatta to celebrate the establishment of the Commonwealth of Australia. 1901/01/11 arrived at Sydney from Auckland on the SS Zealandia (qv). 1901/01/19 on Chinnery's slip at Rose Bay. 1901/03/18 second in race for 30-footers at the Anniversary regatta at Sydney, race had been postponed for a lengthy period owing to the death of Queen Victoria. 1901/03/30 third in RSYS General Handicap race, shaped very

poorly on the wind, pretty evidence that she was not yet in trim. 1901/10/25 to be auctioned at Sydney as part of the estate of J.M.McMurtrie, inspection at former residence at Braeside, Point Piper. 1904/08/13 reported hauled out at Goddard's yard Lavender Bay having permanent cabin tops being put on using Queensland silky oak, beech, cedar, ash &teak. 1905 won RPAYC Marshall plate. 1905/11/04 won PAYC race for the Jackson trophy, became absolute holder having won the race three times. 1907/01/12 for sale at Mosman Bay, Sydney. Sydney No.35 of 1909. Won RPAYC Marshall Cup prior to 1910. 1910/10/24 reported sold to King. 1910 transferred Sydney-Adelaide. Adelaide No.20 of 1910. RSAYC. 1911/10/20 reported sold to



Hunter. 1911/11 to race on Port Adelaide River. 1911/12 participated in handicap race held by RSAYS. 1912/01/20 participated in RSAYS rating class race on Port Adelaide River. 1912/02 won race for Kintore cup. 1912/02/24 participated in RSAYS race, snapped bobstay early in race, towed back to moorings.

So the first contradiction came from Mori whose register said "Builder: Bailey, Charles jnr  
Where built: Auckland, NZ".  
Armed with this I then contacted David Payne at ANMM  
David was working from home but took the opportunity of going into work to search their records and came up with a photo. A further request to David; "could he provide a high resolution image please?".  
In very short order came a 5MB image, a high resolution of the same photo that is on file. Brilliant. Job done.  
Except the question of exactly where was the photo taken? I took a stab at "off Bennelong Pt". David was inclined to Rose Bay/Double Bay? Possibly Clark Isl in the photo?  
At this point I had an unrelated email exchange with Tom Hughes but I mentioned the Janet story and the input from Mori & David. Tom offered to have look.  
What he came back with was quite remarkable "My contention is that this photo is a mirror image of the "truth".  
We flipped the photo and added a couple of Harbour Scenes.

Reply from Tom "I believe that I am reasonably sure that the Janet was in Double Bay with Clarke Is to the left and the ferry wharf at Cremorne beyond, at the left and Point Piper with Shark Is beyond to the right Bradley's Head would be obscured by the mast/ sails , the photo was taken generally looking NNE".  
As to the asterisk in the photo Tom's comment was "The land in question marked by your \* fits perfectly with the ridge between Rose Bay and Vaucluse. Think of the "ridge" if you like just behind the old Rose Bay Convent (Now known as Kincoppal - a catholic girls school). In fact by enlarging one can make out a larger than average building just above the second sail out from Point Piper. Likely to be the early Convent. By the way re the convent ~ My step father The Hon John Hughes gave the family home at Potts Point/Elizabeth bay then known as Kincoppal to the catholic church and [it] became the girls school. This was later sold and the money and name was transferred to the Rose Bay Convent. With your current photos as added, this is to me the final proof of the location and veracity of the photo."  
I checked in with David who totally concurred "he has it right, it's been printed back to front which is why it looked familiar but still didn't look right, its sailing up into double bay in east SE wind, so please print it the way it should be when it goes in the book."  
So there you have it. A chance meeting with Mori, an active interest from David and local knowledge of Tom completes a story. Unless of course, she survives.....

Martin sends his thanks and I add mine. Thank you.

**Wooden Boat Association of NSW. Inc  
Appointment of Proxy  
Rule 33(2)**

I, .....  
(full name)

Of .....  
Address

Being a member of Wooden Boat Association of NSW (Inc) hereby appoint

.....  
Full name of proxy

Of .....  
Address

Being a member of that incorporated association, as my proxy to vote for me on my behalf at the annual general meeting of the association to be held on the tenth day of November 2020 and at any adjournment of that meeting.

My proxy is authorised to vote as the proxy sees fit/in favour of/against (delete as appropriate) the following resolution(s).

.....  
.....

.....  
Signature of member appointing proxy  
(date)

Wooden Boat Association of NSW. Inc  
2021 Nomination for  
Office Bearers and Ordinary Committee Members  
For election at the Annual General Meeting on  
Tuesday, 8 March 2021

I, (print) .....

Signature: .....

AND

I, (print) .....

Signature: .....

NOMINATE (Print)

.....

For the position of (print) .....

.....

I, ((print)  
Accept the nomination

Signature: .....

# BURNT TIMBER USED TO SUPPORT AUSTRALIA'S HERITAGE FLEET

15 September Press Release  
Forestry Corporation

Images:  
The timber en route to Sydney Heritage Fleet's storage facility in Bathurst. Pictured are Cheryl Hawkins and Grant Cobden from Bergin's Logging.

A partnership between Forestry Corporation and Sydney Heritage Fleet has seen a shipment of bushfire salvaged timber delivered to help preserve heritage ships across Australia. The timber comes from the iconic Sugar Pine Walk and adjacent Douglas fir plantation near Tumut which were destroyed in the 2019-20 bushfires, but still salvageable. Sydney Heritage Fleet is storing the timber in its Bathurst storage facility and will work with historical ship custodians across Australia to make use of it, said the organisation's Shipwright Superintendent, Peter Gossell. "We are pleased to see this resource going to help maintain Australia's historical ships, and appreciate the support of Forestry Corporation," Mr Gossell said. "Douglas fir in particular is well suited to shipbuilding and repair due to its strength, durability and light weight. "There are around 20 historical ships across Australia that will need repairs at some point, so it's great to have this resource on hand when needed." Forestry Corporation's Haulage and Sales Manager, Nick Firth said the original plantations were established in the 1920s as part of forestry trials happening at the time. "Sadly these stands were destroyed in last summer's bushfires, but we are pleased to see Sydney Heritage Fleet is able to put the timber to use and help maintain Australia's heritage maritime fleet," Mr Firth said. "We have harvested small amounts of this timber in the past for Sydney Heritage Fleet to repair ships such as the James Craig, but the impact of the bushfires has meant around 70 large timber logs are now available for stockpiling. "We're pleased to see this resource support Australia's historic boat fleet and help preserve these iconic ships for future generations." Forestry Corporation has covered all costs of harvesting and transporting this timber from Laurel Hill to the Sydney Heritage Fleet's storage facility in Bathurst.

Media Contact: Rod Campbell 0428 058 549



# EUROBODALLA WOODEN BOAT GROUP OCTOBER CRUISE

By Dick Bedell

Eurobodalla Wooden Boat Group October Cruise.

Physical repairs, the lure of the caravan and a sense of just wanting to stay safe and carry on boatbuilding saw the fleet depleted for our October cruise on the Clyde River.

You have to take an optimistic view of the weather forecast this time of year so we launched at Nelligen on Thursday casting off about 9.45am heading up river on the tide. Just three boats and five of us. We had the river to ourselves, that's why we go boating mid week. It was the perfect day to be afloat.

Mostly grey skies and 22 degrees. By 11am morning tea was on everybody's mind so we rafted up and drifted. Someone looked at a watch and said "It's 12noon": so morning tea morphed into lunch and before you know it, it's 1pm. Still drifting and chatting in the boats.

The sun came out for the run back and by 2.30pm we were off the water and in the River Cafe at Nelligen for coffee. Not the usual way we do things but that's what happened on the day. If you spend as much time drifting, talking and eating as motoring does it really matter?

Not one bit. We'll get serious next time maybe.

Dick Bedell  
Adventurer (Ret).  
Now wooden boat dreamer and sailor.



# A PRECIS OF CLIFF GALE'S SAILING LIFE

By John Gale

Committee member John Gale remembers his grandfather Cliff Gale who passed away in April, 1968.

Photo Credits:  
Ian Smith

Well known in Sydney's yachting circles, Cliff achieved the supreme attainment of becoming a "legend in his own time". Deferred to in all questions relating to any aspect of yachting, whether it was design, performance, courses or tactics, Cliff was the subject of numerous newspaper articles in which he has been referred to as Mr. Yachting.



Hon. Life Member, Committeeman, Club Captain, and Commodore of the S.A.S.C. which he served so well during his term of 58 years' membership, Cliff not only sailed his courses with consummate skill but was able and pleased to help any fellow yachtsman with advice and practical demonstrations on all problems confronting a budding skipper.

Salt water was in his blood from a very tender age but his first taste of competitive sailing was in 8 footers on Johnson's Bay, as a member of the Lane Cove Club.

In 1901 he sailed as bailer boy in the 10 footer "Crescent" which won the interstate championship. His brother Harold Gale was forward hand. From open boats Cliff graduated to keepers and built up a formidable reputation in his 60 years of racing with the Sydney Amateurs. His ability to get the best from any boat was quickly recognised. In the earliest days with the SASC he sailed "Hoana" for owner Lex Buckle and bought her back from 16 minutes to 3min behind scratch in three seasons. But Cliff's first love was "Ranger" the famous 25 foot raised-decker he designed in 1933 and had built by Billy Fisher. The success of the "Ranger" inspired many boats to be built to the same design. In nearly 35 years of sailing "Ranger", he won hundreds of trophies. Even at the age of 75, Cliff could still inspire the very young as well as the old with such feats as changing head sails at sea whilst sailing single handed.

Cliff's son, Roger sailed as forward hand when Cliff skippered "Josephine" a nine metre yacht owned by Lex Buckle, very successfully at the Royal Sydney Yacht Squadron. Roger in 1956, was runner-up for the Melbourne Olympics in the Finn Class and became a life member of the Squadron.

Roger's son John Gale in 1969, was State Champion in a 12ft Skiff he designed and built the same year as Roger won a heat of the Finn Class State Championship on Botany Bay when John won a heat of the State Title on Sydney Harbour in 12ft. Skiffs on the same day. Unfortunately there is no longer a Gale to keep the sailing story going.



# The Paynesville Report

By Chris Dicker

The winter chill has all but gone. Every time we light the fire we say this will probably be the last time for the year. I am very pleased at how little wood we have burnt to stay warm. It is a small house and very well cocooned in insulation. We are often asked why on earth we moved from Cairns to Victoria by people that dream of living in the tropics. Our friends in Cairns are convinced we are mad. It all helps.

We have both become keen gardeners, growing veggies and planting trees. Last year we were still in drought and it was a struggle but this year we have had a little rain and things are really on the move. The property had only a dead gum tree and a black wattle when we moved here. The wattle has turned into a magnificent specimen though many regard them as little more than weeds. A tree is a tree and this one is large enough to be an eco system in itself and home to many birds...especially wattle birds. I have ordered another 250 trees through Landcare, which will make around 500 trees we have put in. Now to very beautiful and functional wooden boats.

A few days ago we were invited to a launching. Whether it was be a sixty footer or a seven footer or whether there be a hundred people at the launch or six it does not matter so long as the grog is free and you get a turn in the boat. When Westwind was launched it was well there was a good crowd as everyone had a turn at pumping. This vessel was built by Norm Wilkinson, a farmer and sailor who built it in his shearing shed up at Dargo between shearing. It took him a couple of years so he had some shaggy sheep until recently. Norm and his wife, Jen, also grow walnuts but despite an ongoing campaign the cockatoos have all but cleaned them out. Three or four years of drought put paid to all but forty breeding ewes so Norm threw his arms up and built a boat. I could end it here but Norm and Jen require a book to tell their story. This is not the start of the book by the way so relax. Norm is eighty five, Jen a fair bit younger. They once owned the beautiful ketch 'Seasalter' in the early seventies. Years before that Norm was a hand on a cattle station on Robbins Island, off the north west tip of Tassie and also handled the island boat, which was their only link to the mainland. Norm was driving a tractor once transporting a load of re-enforcing steel on a trailer, an out of control horse and rider ran head on into

the tractor, killing the horse and sending the rider right over Norm's head. Jen is a well published author on horticulture and exudes enough energy to inspire us all.

Iain Oughtred has designed so many boats. The boat we launched was the 'Auklet' a 7'2" version of the 8' Auk. When it was my turn to take her for a spin I could not believe I was rowing a 7'2" boat. She sat perfectly level in the water and kept a straight course keeping a surprising amount of way on. I built an eight foot Joey dinghy for Westwind's tender, which I was thrilled with but after rowing the Auklet, I realised that the two boats are akin to drinking cask wine and a wine that we rarely get to sample. This is a piece of art and Norm has done a great job.

Now I am going to talk them into writing that book.



# A BOOK YOU CAN'T PUT DOWN

Reviewed by  
Ross Marchant

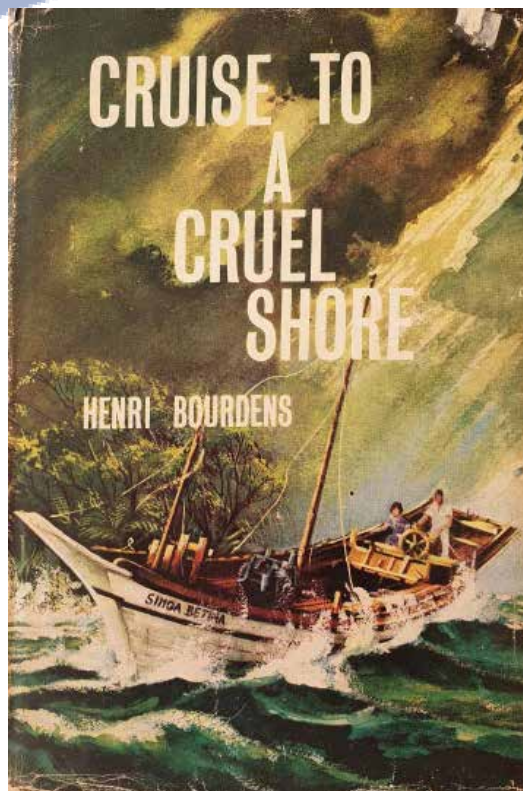
I came across this interesting book on a bookshelf at a B&B at Lake Macquarie. We visited two years ago and as it was a short stay I was only able to read four chapters. I visited my local bookshop at Springwood to find it was definitely out of print as it was first published in 1969. The bookshop was able to source a second hand copy so my journey through the chapters continued.

This is the true story of how an international pilot, Henri Bourdens, who flew all over the world from South America, Vietnam, Laos, the Middle East and the Sahara. Henri was tired of his life so wanted to fulfil his lifelong ambition to sail his own boat from Malaysia through the Islands of Indonesia to Australia.

From the very beginning of commissioning an unseen boat of a Malay style with a French influence from an unknown boat builder. Henri & his wife arrived at a very remote location on the Malay Peninsula, no GPS in 1968. The boat was 50 foot long, a very nice shaped hull and definitely a French bow. Accommodation was a rudimentary hut style structure aft of the wheel over the stern. The engine a Perkins four cylinder. By the photos in the book it was actually a fine seaworthy craft. They named it 'SINGA BETINA'.

Within days they set off into totally unfamiliar waters with only the basics of charts and relying on the locals for guidance in a language he was not familiar. Unfortunately this was a case of "everything that could go wrong, did go wrong".

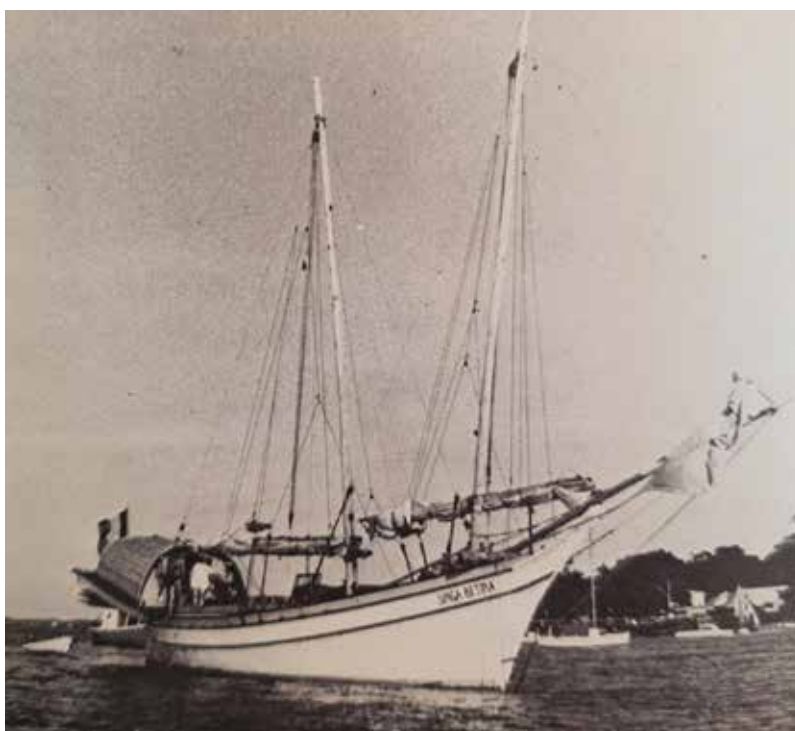
Disaster hit. A cyclone battered the hull and stripped the rigging. They were forced off course and finally were wrecked on a small island 100 miles north of Australia. For two months they existed on provisions that they salvaged from



Singa Betina and sea snails. Finally with death from starvation only days away, they pushed out to sea on a make shift raft. It quickly became waterlogged.

It could only be termed a miracle that, with the raft well under water, an Australian lugger which should not have been within 30 miles of the area, spotted them.

In the end it was probably how well the boat was built that helped them to survive the ferocious cyclone.



# 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.

## KAYAK FOR SALE

This 5.1m kayak was built by a skilled craftsman. The hull is 4mm ply with a deck of 3mm ply. Varnish finish is in very good condition. Weight is approx 19kg. Double paddle also included. All reasonable offers considered.



President@wbansw.asn.au

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



## FOR SALE

Blaxland Super Pup, 4 1/4HP, single cylinder, excellent condition, ready to work, spare magneto, fuel tank, handbook, lots of spare parts \$1,000.00 (the lot) Ross Skeels 0413 445 533



## FOR SALE

1938 classic Wally Ward double-ender. Historic Vessel Reg. ARHV 000495. Designed on the Metacentric Shelf Theory. Precursor to the Carmen Class and a string of famous Swanson double-enders. Professional restoration & engine re-build. Well maintained and lightly used. NZ Kauri on spotted gum @ 6" cntrs. \$27,000 Ph John for details 0414 248839.



## FOR SALE

Survitec 4-man life raft in solid container, 2014, regularly serviced but due again, \$500. Ian Smith 0412 039 589



## FREE TO A GOOD HOME

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



## FOR SALE -

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

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

## Are You Looking for:

- Copper Boat Nails
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- Fasteners
- Oakum & Caulk Cotton
- Bronze Boat Fittings
- Jeffries Marine Glue
- WOT ROT Repair System

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**DRIVE Marine Services**

BEVERLY HILLS NSW

02 9533 5470

0412 366 998

Bote-Cote@optusnet.com.au

**BoatCraftNSW.com.au**



## LOOKING FOR

### LOOKING FOR - Can you please assist me!

I'm looking for a suitable road worthy galvanised boat trailer, to suit a dinghy of LOA 2.40m. The dinghy is built from foam sandwich, it is super light so I'm not looking for a heavy duty boat trailer. The trailer can be of the non tilt version, fitted with skids or rollers. Alan Stannard 0402 627 524 stannard68@optusnet.com.au

### LOOKING FOR INFORMATION

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



### LOOKING FOR

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

Wanted. Light fibreglass, dinghy able to row two adults. This is to replace my stolen tender. Suitable for council tender rack at Rose Bay. Contact netta@bigpond.net.au

### 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 skip 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, ([salsonsquarerig@gmail.com](mailto:salsonsquarerig@gmail.com)) AND to the Treasurer ([treasurer@wbansw.asn.au](mailto: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**

## New Members

Welcome to our new member for October:  
Gregory Cowle

## New Member Request

I'm a recently joined WBA member who has very kindly been offered the opportunity to tell you a bit about my dreams and aspirations around boats, sailing and the water so if anything that follows resonates with you please give me a shout. I started sailing on a lake in NZ. Ngaroto BC was home to many designs including P's, Cherubs, Frostplys, Moths, IAs, FDs, Paper Tigers etc. My own boats were a P Class and a Cherub. In my teens I started crewing on keelboats, completing a Tau-ranga-Vila race, a Tonga-Auckland passage on a Whitbread RTW boat and an Auckland-Whangamata (feel free to Google Whangamata) dash on a Hobie 16 plus lots of harbour and coastal racing and cruising.

Since moving to Australia in 2002 sailing days have been few but its always in the blood. I have explored Broken Bay, Pittwater, Hawkesbury, Middle Harbour, Brisbane Water and elsewhere in my sea-kayak but now its time for another sailboat; a 5-6 meter sailing dinghy, trailerable, singlehanded capable, suitable for day and multiday trips and coastal cruising. I am a John Welsford fan; Navigator, AWOL or Pathfinder designs have caught my eye however am open to suggestion. I would take on a boat that needs some work to get back in the water however current circumstances aren't right for a complete build at home. Another option is to find someone to take the lead on a build to hull and decks stage. My contribution would be my time, materials and other associated costs as agreed along with eternal gratitude. On top of that I am handy with tools, can take direction and follow instructions and would happily volunteer my time to someone else's project for the pleasure and experience.

Thanks for reading this; I look forward to seeing you out on the water.

Colin Melrose  
[Colin.melrose@padi.com.au](mailto:Colin.melrose@padi.com.au)  
0405399712

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