

Scuttlebutt

SEPTEMBER 2019



The Osberg Ship: Oslo Viking Ship Museum
Photo credit: Peter Widders



PRESIDENTS REPORT

Jon Bell
September 2019

Like a Tempest, SIBS has come and gone. The approach is inexorable, the panic rising then it totally consumes you while it lasts and you spend days or weeks getting your ship (pt?) back in order. Many, many thanks are due to those who took part, provided boats, manned the stand, opened up, cleared up, etc but most importantly engaged with visitors and shared the passion for wooden boats in general. I won't attempt to name everyone but special thanks are due to Alan Williams and Michael Coleman who ensured the dinghy build project actually happened. Several others helped, particularly John Gale and Robert Webber, but Alan and Michael put in a huge amount of time before, during and after the show. Funds were raised for the BIA-nominated charity (the Marine Industry Foundation) with the winning ticket



being drawn by Darren Vaux, President of the BIA, attended by Peter Webb and Suzie Bekkedahl from Afloat. Peter and Greg Widders constructed the "Guess the timbers" competition and Bill Thompson built the display board with project pictures. The boats on display attracted a great deal of interest and the WBA benefitted from some great exposure on TV with Mike Witney talking to Alan Williams and on 2GB where Tim Calleia was

The Wooden Boat Association of NSW inc.
PO BOX 884 Gladesville NSW 2111
www.wbansw.asn.au
secretary@wbansw.asn.au



 President Jon Bell 02 9545 2584	 Vice President Bill Thompson 02 9654 9235	 Secretary Peter Widders 0481 583 794	 Treasurer Malcolm Boyd 0412 707 479
 Membership Secretary Ross Andrewartha 02 4739 3706	 Member Sally Ostlund 0425 330 559	 Member Ken Travers 02 9529 9955	 Member Alan Williams 0410 648 435
		 Editor Chris Goddard 0414 447 007 email: editor@wbansw.asn.au	 Member Ross McLean 0425 330 560

Scan the QR code to go the WBA of NSW Inc. on the web.

interviewed. We took 50 membership forms and after two days had to print another 50. A dozen people completed the forms and joined on the spot, some are drifting in as I write and hopefully many others will follow. Thanks to Brett Mould from Norglass for giving every new member at the show a free tin of varnish. Well done to everyone who got involved.



One of the unexpected benefits of these collective events is that you get to spend more time with members than is usually possible in the confines of a general meeting and the more relaxed atmosphere (did I say how great the weather was? Nothing like a tempest at all!) leads to more in-depth discussions. One thought-provoking comment to come my way was that one member, after joining and coming to a few meetings, stopped coming as he felt ... not excluded exactly, but not included either. Lots of people

Opinions and advice expressed in this publication and the Association's meetings are those of the individual originator's only. The Editor and the Association's Committee do not necessarily endorse views expressed in this publication or at such forums. Copyright may be owned by the original author or the Wooden Boat Association Inc. 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. Printed by Power Colour Pty Ltd, 106 Grose Street, Parramatta NSW 2150 A.B.N. 58 066 215 021.



PRESIDENT SHIPWRIGHT SERVICES

- Slipways
- Moorings
- Skilled shipwrights in joinery
- Timber decks, cabin work
- Stainless steel welding
- Engine installations
- All facilities boat & ship repair
- Electricians & trimmer also available

**34A Saint Georges Crescent
Drummoyne NSW 2047
Australia**

Phone: +61 2 9181 3467
Fax: +61 2 9719 8381
www.presidentshipwright.com



come for dinner beforehand so they can catch up with friends, and the tendency is to sit more or less in the same groups. We invite visitors and new members to identify themselves at the start of each meeting, but by the end we've forgotten who they were. Having gone to so much trouble at SIBS to encourage new members, can I ask that everyone takes an interest in encouraging them to stay? Not only for their benefit, but more importantly for ours – they may have lots to offer in terms of skills, knowledge, enthusiasm, ideas, stories, etc, but if we don't draw them in then we'll never know. So please, at the next WBA gathering, if you see a lost-looking face be the first to say hello. We want the visitors to do the talking so "Tell me about your boat" is a more inclusive approach than "Let me tell you about my boat". We are primarily a networking organisation – let's do more of that.

At the last meeting we welcomed Bill Coote, who is a WBA member from the central coast and treasurer of the Lake Macquarie Classic Boat Association. Bill gave us an illustrated history of the LMCBA and the acquisition of two workshops on the disused Catalina base at Rathmines. The group funds some projects, both new builds and restorations, members work on them and the results are sold off (often to members) to recoup the funds plus a bit to cover overheads. Members can also rent space to work on their own projects. I've often thought the main difference between the WBA and the Sydney Heritage Fleet is who owns the assets being worked on, whereas the Lake Macquarie group seems to have the best of both worlds, not dissimilar to the Mid North Coast Maritime Museum. Maybe the WBA needs to get a location? On a Sydney waterfront! Maybe not

Thanks to Bill and his wife Lyndal for making the trip and showing us another group of enthusiasts doing what we all would love to do more of.



Some hanks of rope were snapped up at the instant auction – feel free to bring your own odds and ends as spring-cleaning fever takes hold. One man's trash is another wife's curse ...

The raffle was won by Ross Gardner who took home some tools and second prize was won by Peter Mathews. There have been some murmurings about certain aspects of the raffle and while our meeting costs are not particularly high they are not zero and do add up, thus the raffle does have a role to play in balancing the books. So here's a question without notice – if we were to scrap the monthly draw and replace it with a "gold coin donation" would those members attending meetings breathe a sigh of relief or feel that something had been lost? Should the donation be \$1 or \$2? Should it be via an honesty box or collected? Let me (or any committee member) have your feedback (on the back of a used raffle ticket ...)



Just over a month to the deadline for Hal Harpur nominations Tickets for the dinner in December are on sale now – see the flyer in this edition of Scuttlebutt and at meetings.

Our September meeting will be on Tuesday 10th and on the following Saturday the Boatshed At Woronora is up for auction. Nearly ten years of opening 7 days a week has knocked the building around somewhat so we've been hard at it making her presentable and to do so we have reduced the opening hours/days as well as the cafe menu on the days we do open. I tell you this in case anyone is thinking of paying the Boatshed a visit and I'd hate for you to go away hungry. Until next time, Happy Building (or stripping, sanding, painting, polishing or even, hopefully, boating!) All of which I'm looking forward to doing more of (yes, even the first two!)

New Members

A warm welcome to the following new members:

Phillip Scharf – Dickson, ACT. 8ft Pram.

Rick Machan - Horsfield Bay.

Peter McLeod – Beecroft.

Marcus Bristow – Hunters Hill. 21ft Century Coronado.

Ryan Scriven – Booragul. 29ft Prawn Trawler.

Ashley Cranfield - Encounter Bay, SA. 29ft Riva

Trevor Heise – Gwandalan. 18ft Tammie Norrie (in build)

Quan (Bill) Tran - Kensington

Peter Sutherland – Picnic Point. 30ft Kong Halvorsen

Kevin Reid – Menai - 30ft Illingworth JOG design

Michael Mertens – Annandale. 15ft Kayak

Geoffrey Tapper – Junee. Hartley TS 16

Karl Scheuter-KingCreek, NSW 8ft Pram Dinghy

Christmas Dinner and Hal Harpur Award

Tuesday, 10th December - 6:30pm

How To Book

1. By Email and Bank Transfer -

treasurer@wbansw.asn.au
A/C - 109553629
BSB – 012010

Please indicate WBA Dinner + Name + Number of tickets + Contact details

2. By Post & Cheque –

PO Box 884 Gladesville 2111
Please indicate WBA Dinner + Name + Number of tickets + Contact details

3. Payment at a General Meeting

(card, cheque or cash) September, October or November meetings only

4. Payment over phone

Business Hours only
Jon Bell 9545 2584

Tool Time - Japanese Rasp Saw

By Nick Lawther

My son Jack got me onto these, and they are now one of those tools that you ask yourself “what did I do before I had these?”. Folks may have seen them at the various woodworking shows and AWBF.



Double sided, one has a fine and a medium rasp, the other medium and coarse. Available from the folks at Japanese Tools Australia.

On my last trip to the UK I was again working on the Nelson motor yacht Kusasa owned by the lovely Lizzy. One task was to make plywood sole boards for the space under a large double berth, and then the top of the double berth itself. A decision was made at the outset that the panels must conform to the hull to minimise gaps for practical and aesthetic reasons. The hull is traditional clinker which means that for nominally horizontal panels, the edges must accommodate the shape of the hull curve in 2 dimensions, the ribs, and the steps in the planking (which does not run horizontal). This photo gives the idea.



For trimming and bevelling the rib pockets particularly but also general shaping, trimming and bevelling, the rasps were bonza. For this task they did everything a rasp, a block plane and sandpaper would do between them. As a guess if they have a short-coming (apart from the price of approx. \$40 each) I did not use them to any degree on hardwood and wonder how well they survive working Australian hardwoods.

(Disclaimer: I have no interest in JTA or benefit from recommending these tools.)
<https://www.japanesetools.com.au/products/shinto-saw-rasp>

The Paynesville Report

From Chris and Gili Dicker

Cool, cloudy and dry with very little wind in our part of the woods. Winter is far from over but up till now has been quite mild. The wattle is already blooming and we have a jasmine that is starting to blossom. Much too early. We would like the seasons to follow the proper schedule as per the calendar.

Being up close and on friendly terms with a wild bird is an uplifting experience. I often sit on the step and have a chat to a magpie while it pretends to look for food. We don't feed them though they probably think there is a chance. Today, while checking Westwind (and very good I did) I slid the hatch open to reveal a terrible mess. I also came face to face with a very stressed duck. How on earth it got into the boat and why on earth it would want to I have no idea but that bird had visited every corner of Westwind and every flat surface as well. I am only glad they are herbivores not fish eaters, I am also glad the bird had the wherewithal to fly out of the open hatch and not knock itself senseless and cause more damage. Let it be said the fowl still looked in reasonable health but I can guarantee it had an empty bowel. It is mating season after all but cupid has a lot to answer for.

Talking about birds and before I forget. Scuttlebutt arrived in our king billy pine letterbox and a great picture of Martindale on the front cover complete with a clear blue sky. I could not help notice the seagulls communing with the owl on the cabin top.

A week later and a week of strong to gale force winds. We can hear the sea crashing onto the 90 mile beach not 6 miles from us as the crow flies. Rain, hail and snow falling to the west and north but not a drop on Anchor Downs.

In this report I can honestly say it has a small to medium content of wooden boat. We have a neighbour who was born and bred in these parts and who is ensconced in refurbishing a couple of fishing boats; one a hundred years old. These boats were built quickly and for the purpose of catching and transporting fish. They were also powered by sail or oar so they had to slip along. They were mostly carvel construction as the one my neighbour has just finished and there appears to be no caulking between the kauri planks. He painted the bottom with bituminous (black jack) before anti fouling and launched the boat a week ago after two years out of the water. The planking was surprisingly tight but there was a persistent leak in the keel where the centre board had been removed and wooded over. Back to the drawing board but it all became evident when the black jack and paint was scraped off the offending area.

Last week was a busy one for the Anchor Downs people. I drove to Melbourne (3 to 4 hours) to pick up a grader blade for the tractor and some steel for a porch at the back door. Not a hundred kilometres west of here I discovered another land; rivers and creeks that actually had water in them, some even in flood and the greenest landscape possible. We should not complain though as we have just returned from a trip to Narooma via Bega where it has not rained for 6 months.

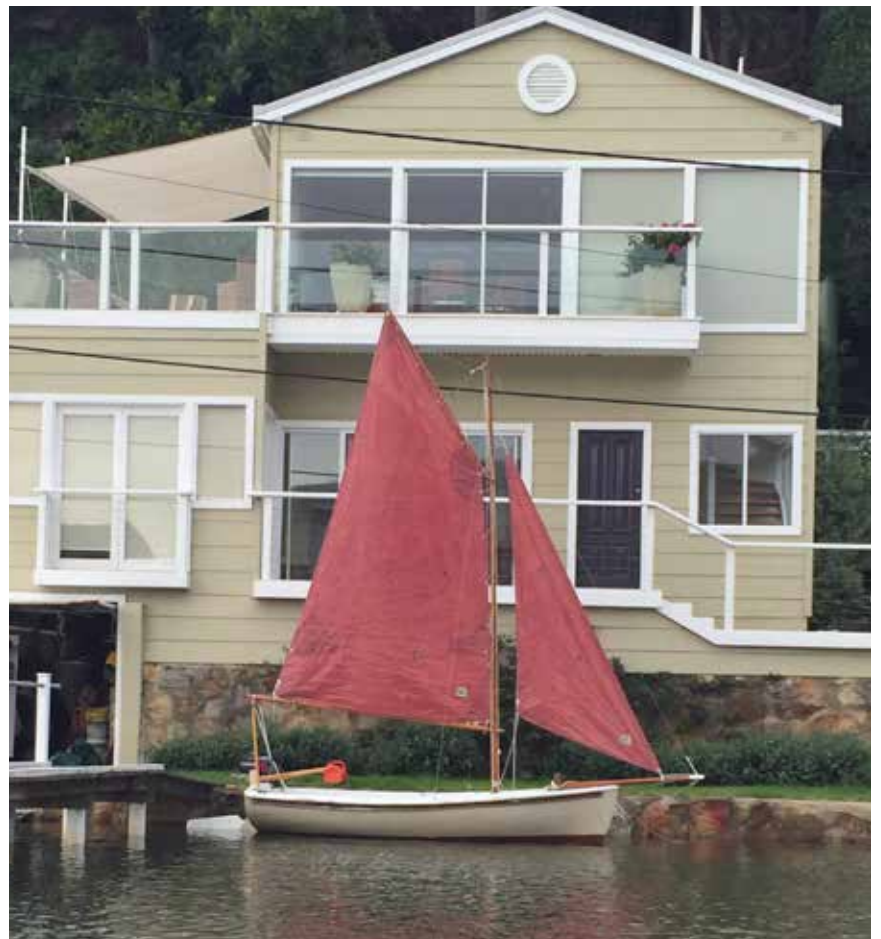
We also dropped in at Eden to see the progress made on the passenger liner terminal. It seems to be all but completed and though I think it is an unusual place to land people on a cruise I wish them all the best. Eden and that coast is very special and we have fond memories of our adventures there.

It's the wrong bung, Grommit.

Some years ago, a kind neighbour at Patonga gave me an abandoned fibreglass motor launch hull. I fixed the holes, added a centreboard, all round buoyancy seats and a gaff sloop rig and painted it to match our holiday house. When not on its mooring outside the house shown here, it lives on our slipway where I remove the aft bung to let the rainwater out.

Last year it started leaking somewhere under the aft floor boards. But it can't be leaking, its fibreglass! Yes it is, it is coming in through the screw-in plastic bung. How can that happen?

I tried another bung. It still leaked. So I decided to replace the whole bung unit. At Whitworths I discovered there are two type of bung, one coarse thread, one fine. I had apparently grabbed one from my tin full in the boathouse and just graunched it in. It was the wrong thread and my tightening it down damaged the thread on the female part fixed to the boat. I replaced the whole unit with a coarse thread one and tossed all the fine ones from my stock. Who would have thought it? Other boaties are as surprised as I was that you could get different threads on the humble bung.



A visit to the Mary Rose – Portsmouth, UK.

By Peter Widders

Our visit to the Mary Rose (June 2019) was a long time in the planning. We first visited Portsmouth in 2016 and toured Nelson's flagship, HMS Victory, as well as the International Boatbuilding Training College. Both 'attractions', and the Mary Rose, are located within the historic naval dockyard of Portsmouth, which remains a working facility.

In 2016, the Mary Rose facility was undergoing renovation, so I had to content myself with the book of the raising of the ship.

A bit of history before we get too far into the report of our visit: From Wikipedia: "The Mary Rose is a carrack-type warship of the English Tudor navy of King Henry VIII. She served for 33 years in several wars against France, Scotland, and Brittany, then was substantially rebuilt in 1536. She saw her last action on 19 July 1545. She led the attack on the galleys of a French invasion fleet, but she sank in the Solent, the straits north of the Isle of Wight." Her overall length is uncertain, while her keel length is 32metres (105ft).



Having read the very thorough account of the search for, and the raising of the Mary Rose (1982), I was still unprepared for the impact the ship made when we first entered the display. The ship can be viewed from 3 levels: the upper level is the only area that is not impeded by viewing through glass. This level is fitted with airlock doorways so that the temperature and humidity control required is not affected by any outside air. There are also extensive displays of artifacts recovered from the ship, including skeletal remains that have been used to demonstrate the effects of diseases such as scurvy and rickets, as well as a shoulder abnormality found to affect the longbow archers on the ship.





The description of the ship as a 'Tudor time capsule' is entirely appropriate: there are an incredible number of artifacts on display in an excellent series of exhibits on each of the 3 levels. The ship is not complete, as the section on display (starboard side) is the part that was buried in the mud and silt of the Solent, while the part above that level was removed by tide action and degradation of the wooden structure. A very rough estimate would be that something in the order of 55-60% of the ship remains.

The recovered ship has been 'reconstructed' in its upright state and is constantly monitored for movement and humidity/temperature fluctuations. Extensive scaffolding has been required, yet the 'bones' of the ship are in plain view.



There were a number of surprising finds from our tour of the ship and displayed artifacts:

1. The builders used diagonal timber strapping in a number of places. This strapping appeared to be square in section, quite substantial in size and attached on the outer faces of the frames. (see photo)
2. A 'snatch block' was on display in one section. Again this was quite a substantial square piece of timber. (see photo)
3. One item on display was accompanied by a card indicating that the museum was unsure of the purpose of the object. I commented to a volunteer that the item appeared to be a 'joggle stick', used to ascertain the shape of frames where curvature was an issue. (see photo)

Each of these 3 items were surprising as I had assumed each was a more modern 'invention' than was shown in the evidence found on the Mary Rose.

The tour of the Mary Rose was followed by a wander around the International Boatbuilding Training College. This featured some very interesting boats, including new builds, in various stages of restoration and construction. A visit to Portsmouth is highly recommended. It is also a 'jump-off' point for the Isle of Wight (take the hovercraft), another terrific place to explore.



The New Boat - Part Two

By Phillip Heaney

Building the shelter for the new boat was the next task, I just used cheap 70mm by 35mm pine forming a girder for the uprights which were firmly Dyna bolted to the concrete slab. All the members are fastened with roofing screws which have great holding power and easy to remove when the structure needs to come down. With the help of a former apprentice we had it assembled in a day. My acrobatic skills were tested. The sides are covered with thick builder's plastic and two heavy duty tarps form the roof, so far it has stood up to 40 knot winds.

With the keel set in position the dead woods, horn timbers and stern post were erected, glued and bolted together using 12mm copper bolts where exposed to the outside and 316 bolts for inside members. The stem, a heavy lump of timber, was stood up with the aid of a chain block, and glued and bolted to the keel. Then it was the moulds turn! I started with the centre one which was levelled and securely fastened to the floor and braced fore and aft. The subsequent moulds were levelled from this first one. A simple hose water level is ideal for this purpose using the waterlines which are marked on the moulds. Ribbons, (temporary battens) are fastened around the moulds. I used the planking stock, that is 100mm by 16 mm, because they would form a good curve and were stiff enough to bend the ribs into later. I left the bottom one out at this stage as I needed room to swing a mallet and adze to cut the rabbet line. These



ribbons show up any discrepancies in the moulds, fixed by either packing or easing a mould will give a fair curve. The best tool for this job is your eyes! Stand back and sight along the batten and you will see the boat take on the desired shape.

The stern of this boat presented its own problems. I wanted plenty of deck space which meant a fairly round stern at deck level down to fine sections at the water level. To form this, I added two horizontal moulds which are attached to the last mould and the stern post, the top one at deck level, the other one half way between deck and waterline. Because of the tight curves, lighter battens were needed to create the desired shape. Next I laminated the ribs, gluing them in situ using



the moulds to wedge them out to the battens. Once the glue had set, I took them out and dressed them before fastening them in permanently. The ribs (the technical term is timbers) are Oregon, 45mm by 30mm. These ribs are relatively short but have a tight curve so I used six layers of 6 mm. As I progress forward the laminations will vary depending on the shape, some only needing two laminations.

Glued laminated ribs take longer to install than steam bent timbers but they have advantages in the long run. Steam bent timbers often break on the turn of the bilge over time, laminated ones do not and they are stronger. Time is saved later in the build as all planking will be screwed, so there's no riveting or clenching, and also no caulking. All the ribs will be spaced at 300mm centres and will be allowed to follow the shape of the vessel. The planking will be two layers of 15mm Oregon, the outer layer overlapping the inner so there are no through seams or butts. Sydney Wood Industries at Mona Vale supplied all the Oregon (rough sawn) 100mm by 16mm and I will dress it to size. The Oregon is

of excellent quality, 95% free of knots and good lengths. They also supplied half a cubic metre of 150mm by 50mm Oregon which will be used for different members.

I am now cutting the Rabbet line. This is cut into the keel, stem and stern post to take the garboard plank. At this stage you need really sharp tools, especially a good adze. First, I do a cut at each mould station using a sample piece of planking, then I join these with a good batten to get a fair line. The rabbet is already cut on the stem, which was left slightly full and will be cut to fit the planks as each one is installed.

Once the rabbet line is finished extra ribbons will be installed and the final fairing completed then the rest of the ribs can be installed. These will be epoxy coated before installation to keep them clean. Word has spread that a new wooden boat is being built and I am increasingly getting visitors who are interested to see the process. I also get the usual comments and the visitors ask many questions.



CRUISE THE HAWKESBURY RIVER IN COMPANY

NOVEMBER 2019

The annual RMYC Broken Bay Timber Boat Festival is again being held this year from November Friday November 1st to Sunday 3rd. As has been the custom for the last number of years, we will be cruising up the Hawkesbury following the Festival. Members of the WBA are invited to come along with their boats and enjoy some of the best river scenery at what could be the best time of the year to see it. There is no fixed plan, but generally we stay on the marina on Sunday night, leaving early on Monday and head at leisure to Refuge Bay for Monday night. This allows time to buy provisions for the time away. Make sure you leave Newport with plenty of fuel and water. The plan will evolve at Refuge and will be based around the boats which are coming. We could spend a few days in the Cowan Creek area, and then for boats which can clear the Hawkesbury Bridges, we can then move to Berowra or up the River. It is best to use the tides for the trip up or back down the river.

Limited provisions are available at the marina store at Brooklyn, at Berowra Waters and also at the Spencer General Store. At Wisemans Ferry, there is an IGA, petrol station and other general stores.

If you have the time and a boat with accommodation, cooking and fridge facilities, you should come along.

We can discuss at the festival.

Rob Hardy
Matang



BUY SWAP and SELL

WBA members may place a non-commercial ad free of charge if the member's name and phone no. appear. Non-members are charged \$20 for a text ad (maximum 25 words). \$30 with a picture. Ads will run for two issues, member's ads longer if you ask for an extension.

Submissions close on the 21st of each month. NOTE: Items for free, No Charge. Contact the Editor, see page 2 for details.

FOR SALE Classic Timber Putt-Putt Boat



13ft Moulded ply trailer boat with single cylinder two stroke Stuart Turner engine. recently overhauled (new cylinder liner, rings and gaskets). Still requires new carburettor. All new polished timber work installed internally. Inclusions are: 4 new life jackets, pair of Oregon

oars, sun canopy, new fire extinguisher, electric bilge pump, navigation lights and electric starter.

Trailer completely overhauled with new LED lights, wheel hubs, bearings and tyres/wheels.

Price \$7,500

Graham DeGabriel 6331 1774 or 0424 822 321

FOR SALE

Tasmanian maritime heritage wooden dinghy. Built as a family fishing boat.



15'8" (4.8 m) clinker built rowing boat, constructed from King Billy and Huon Pine.

Designed and built in 1969 by renowned Tasmanian boat builder, Reg Fazackerley (1893-1983), at Sandy Bay, Hobart.

A signature "RF" and a year of construction under a seat. Professionally restored and repainted in August 2013 by the Wooden Boat Centre, Franklin, Tasmania – unused since. Includes a set of restored oars, King trailer, recently refur-

Are You Looking for:

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

We have them all available

Quality items from NZ, UK & USA

DRIVE Marine Services
BEVERLY HILLS NSW

02 9533 5470

0412 366 998

Bote-Cote@optusnet.com.au

BoatCraftNSW.com.au

bished and registered, with an additional new spare wheel and tyre, heavy duty tiedown straps and a new boat cover. One of three 16-footers built by Reg Fazackerley. Used initially as a family, recreational fishing boat until purchased by the Clarence Sea Scout in Hobart in 1990. Maintained in clean, dry storage by the Sea Scouts. Featured at the Hobart Wooden Boat Festival 2013. Relocated to NSW in 2017 and recently relocated to Toowoomba, Qld in January 2019. Little used during its life and in excellent condition with all original timber. Ready for use or to admire as a prestigious collectable. Price \$8,000 (reduced originally from \$13,200)

FOR SALE

26 ft Tasman yacht with inboard BMW diesel Complete with set of sails etc Timber interior, some finishing required
Ken Travers \$7500 9529 9955



FOR SALE

OARS 2 pairs 1. A pair of long oars for sale, approx. 10' or 3.0m long in good condition \$125 or offer. Older made oars approx 7'6" or 2.3m long with copper sheeted tips. Nicely shaped and balanced \$100 Ono. Peter Smith 0415 476 829

shaped and balanced \$100 Ono. Peter Smith 0415 476 829

FOR SALE

Owner Happy to consider reasonable offers Plywood Runabout
The boat is a half cabin in good working order. It is 17ft 6inches (5.33m) in length and 1.95 metres in width, certified to carry 5 passengers.



It is made of timber and plywood and the bottom has been fibreglassed over. There is storage under the seats inside the cabin and all padding is original. Navigation lights and an electric bilge pump. The engine is a 75HP Johnson V4 2

Stroke with magneto ignition. The engine does not have a generator or an alternator (never been a problem). Battery only needed to start. 2 anchors and a pair of Ron Marks Water Skis to go with it. (No Life Jackets). The trailer has had new wheel bearings fitted and is in good condition. The boat has always been garaged. The trailer is registered until 20/8/2019 and the boat is registered until 7/11/2019. Anyone wishing to inspect, I would only be too happy to accommodate, just call and arrange a time with me. call me on either 0414 477 662 or 02 9644 8783. The boat is located at Sefton.

FOR SALE

WESTERN RED CEDAR
DAR 200x22x4.9M
127x22x5.3M
Total Price: \$328.00
John Wagemans
0415 031 064 or
braeng53@optusnet.com.au

FOR SALE

Seagoing Kayak for sale.



Brand new, never used. Strip planked red cedar, fibre glassed in and outside' 2 buoyancy compartments 1 watertight locker, new adjustable foot stop (not installed) Includes instruction book, paddle and proper kayak seat. \$2200 ono design: Auk Designer Nick Schade
John Wagemans 0415 031 064 or
braeng53@optusnet.com.au

WANTED

Oars wanted. Pair of wooden racing sculls (oars) of the tulip or Macon shape. Approx 9ft in length. Must be usable or repairable.
Nick Lawther 0407 236 999 or
nicklawther2099@gmail.com

FOR SALE

1965 British Seagull Century outboard. \$450 ono. Starts easily and works well, but needs repairs to the fuel line. Original, although a bit shabby. Photos on request. Also as a freebie, a seized long shaft clutch type Seagull, mostly complete. Engines located in Northmead. David Lewis ph 02 9630 6304

FOR SALE

Classic wooden motor sailer. AnnieD is 9.45m LOA, 3.2m beam and 1.0m draught.



She was built by Jack Dempsey at Gladesville and launched in 1970 as a motor boat and converted with sails in 1999. AnnieD is powered by a 1999 40hp Volvo 3 cylinder diesel. She was recently slipped and cut back to bare timber below waterline and any maintenance done before antifouling. AnnieD has been well looked after, regularly maintained and ready for a new owner. Price is \$59,000. Terry Reilly 0418 841 604



FOR SALE

"Brit" (Short for Britannia) Handsome 1/2 cabin clinker launch with pedigree.
19' x 8'4" x 2' Draft. Yanmar 2QM20. Queensland Beech on Spotted Gum frames. Built 1964 at Balmain by Wee Georgie Robinson for his own use. Matching sail, full cockpit cover and sun awning, wheel and tiller steering. Full history available. Moored Pittwater inshore just east of Byra (Riddle Reserve).
\$25,000
Graeme Proctor
0448 539 825



Hal Harpur Reminder

The WBA committee invites nominations for projects completed between 1 October 2018 and 30 September 2019, to be considered for the Hal Harpur Award in 2019:

“The Hal Harpur Award is for the person or persons who in the past 12 months has completed a project which best contributes to our objectives of encouraging the retention of wooden boat building skills or the preservation of wooden boats or maritime artifacts.”

Nominations close 30 September 2019.

Projects must be nominated by member/s of the WBA.

Nomination forms can be found on the WBA website or are available from the Secretary: secretary@wbansw.asn.au

Merchandise

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

WOODEN BOAT ASSOCIATION OF NSW **MERCHANDISE**

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

September 10th WBA Meeting, Gladesville Bowling & Sports Club Guest Speaker Don Parker

September 16th Committee Meeting

October 8th - Speaker to be confirmed

October 14th - Committee meeting

October 18-20 Davistown Putt Putt Regatta & Wooden boat Regatta contact Neil Mulcahy 0407 336 447

November 12th AGM. Guest Speaker-Peter Widders: Boats and Ships of Europe.

November 18th - Committee meeting

December 10th WBA Christmas Dinner and Hal Harpur Award Night, Gladesville

December 16th -Committee Meeting

NEXT YEAR 2020

February 22nd/23rd Raft-up at Bantry Bay

February 29 - March 2nd Paynesville Classic Boat Festival, Gippsland Lakes

March 6-9th Geelong Wooden Boat Festival

1-3 May Classic and Wooden Boat Festival, ANMM Darling Harbour