



Stop Press

AWBF 2011 Registrations close 15/10/10

See article in this issue

President's September Report 2010



Our collection of old batteries and lead weights for *Terra Linna* ballast is going well. Thanks go to Beaurepaires Rosny Park and Murray St, and Ron W for his generous donation.

The model-making working bee last month was small but very productive. We will have enough for the October events but will need to finish more for the AWBF in February. My thanks to Roscoe for the great sorting out job he has done on the model components and thanks to Peter and Institute of Backyard Studies campus. Thanks also to Des, Chris, David, Noel, Tony, Graeme and Rob for their contributions. We will put the bags together at the next meeting.

Please contact Peter Higgs for the event at the MYCT on October 16 & 17 to arrange for some time on the Guild stall. Later in that month we are also attending the Clarence Seafest and Roscoe is the one to contact for that event. With the new Boardwalk extension it is going to be bigger and better than ever.

Another small crew at the Terra Linna working bee earlier this month but a few jobs were done to help Noel, Noelene, Robin and Rob who do all the work during the week. The deck beams and carlins are all glued in and are being prepared for the deck timber. The inside is also now all undercoated.

The President's Dinner is on the 19th October ***confirm** so the Committee decided at the last meeting that the normal meeting at the Mariner's Cottage on the 18th October would be cancelled. See you all at the Dinner on TUESDAY 19th OCTOBER at Drysdale again. Please contact me to confirm your attendance as we will need to give them the numbers.

Graeme Hunt, President,



Secretary's September Report 2010

I believe the Model Making working bee in August was a great success, thank you to all those members who contributed. With any luck I will have all the components at the next meeting and those attending can do some constructive 'bagging'. We will need some of the recently completed models to boost our stocks for the October MYCT Boating and Leisure Expo, the Bellerive Seafarers Festival and the Huon Show, not to mention the Australian Wooden Boat Festival in February, which is getting closer by the day. Speaking of the Festival, I'm looking for some part-time helpers for the Shipwrights Village. If anyone can help me out, please get in touch with me.

By the way, if you weren't already aware, boat registrations for the 2011 Festival are well and truly open. There had been a bit of a glitch with the new software but that has now been resolved. Graeme Hunt, Boats Ashore Manager, has already mentioned that the AWBF needs more 'boats ashore', they don't have to be 'glitzy', just good old (and new), wooden boats of any shape or size, even boats that aren't complete.

And, for anyone who is 'wooden boat less' and would like to be part of the greatest wooden boat festival in the southern hemisphere.....can I do a deal for you....I have a 12' King Billy dinghy for sale. All it needs is repainting, and there is plenty of time for that between now and the AWBF.

Speaking of Glitzy boats, remember the beautiful 3-masted gaff-rigged 55 metre schooner, *Shenandoah of Sark* that was in Hobart earlier this year? Well the last quarterly newsletter from International Paints had an article on her just recently, and here are a few points that were mentioned. She was launched in 1902, is privately owned and has a permanent crew of fourteen and can reach a speed of twelve knots. She spent six months in Auckland for a refit at Orams Marine Services, "where on any given day there could be well over 50 people working on the project". There were well over 60,000 man hours involved on the refit. Crikey....I wonder how many thousands (maybe millions) of dollars were spent as well?

Don't forget, our next general meeting will be on **Monday 20 September** starting at 7:30 pm at the Mariners Cottage.

Our next outing will be the Kettering rowing day/*Maori*

Lass 60th birthday on **Sunday 26 September** with **10 October** being the next Terra Linna working bee.

Full details later on in this edition.

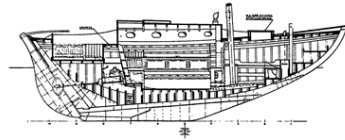
And remember, we always need guest speakers. If you, or if you know someone who could give us an interesting nautically based talk or demonstration just let one of the Committee know and we'll take it from there.

Last month's question was: The ANMM Australian Register of Historic Vessels will consider boats: (1) Built pre-1965 and are intact or relatively complete (2) That are replicas or scale models if built pre-1955 (3) Built pre-1965 that are wrecked but have special significance

And the correct answer is: The ANMM Register of Historic Vessels will only consider vessels provided they were built pre-1965 and are intact, relatively complete and have special significance. Wrecks, replicas and scale models are not included *This question and answer courtesy Jim Broadside from AFLOAT*

This month's question: What is the difference between a boat and a ship?

Roscoe (and Cheryl)



Terra Linna Report

This weekend in the Boating section of the Mercury you may have noticed a report on the Terra Linna. The following covers what was provided to the Mercury.

Given the demise of the *Enterprise* recently the Wooden Boat Guild of Tasmania reports that the restoration of the yacht *Terra Linna* is on track. Although only a small band of volunteers this restoration shows that foresight, planning and tenacity is a way forward for Tasmanians to preserve and maintain our important maritime heritage.

One of the Guilds aims is *"The recognition and furtherance of the art, craft and science of wooden boatbuilding in all its forms"*. The *Terra Linna* project is achieving the aim in a way that also helps us maintain some important part of the Tasmanian Maritime Heritage,

The yacht "*Terra Linna*", was built in Sandy Bay, Hobart by boat builder and

horticulturist George Luckman during 1880 for H. W. Knight, they shared ownership

until 1883/4. She was built to compete in the 28 footer class on the Derwent Estuary as a

registered yacht of the now Royal Yacht Club of Tasmania, she was registered as one of the first 9 yachts in the RHYC which was known then as the Derwent Sailing Boat Club

One hundred and twenty years later she lay on the waterfront at Battery Point, stripped

of many planks, most deck, her rig gone covered by remnants of a plastic sheet - a

forlorn and sad state of affairs for a boat that has a significant place in Tasmania's

maritime heritage.

The Wooden Boat Guild of Tasmania urges the State Government, National Heritage organisations and like bodies to legislate and provide opportunities be it funding or other means of support to prevent a repeat of the *Enterprise* and to ensure our rich Maritime Heritage is preserved.

The Wooden Boat Guild lists supporters of this project on their website at <http://www.woodenboatguildtas.org.au/> and the Guild thanks all sponsors sincerely for helping save the *Terra Linna*. Since the sponsors list was placed on the web site past *Terra Linna* owner Bryan Gatehouse (circa 1950's +) has made a substantial donation to the project. Many thanks Bryan!

When reflecting on the work on the Terra Linna Project completed so far it is quite amazing! The following lists this so far albeit in an abbreviated way, not to devalue the amount of work done but to be brief whilst reasonably accurate;

- 1999 Andy Gamlin's, vision and negotiations on behalf of the Guild to acquire the vessel for the Guild.



Before restoration work commenced

- 2001/2 Andy Gamlin's foresight to apply for the first Australian National Maritime Museum (ANMM) MMAPS grant that enabled the taking of *Terra Linna* lines by Andy and the writing of the *Terra Linna* History written by myself, now available on the Guild Web site.

- Rescue of the *Terra Linna* from the foreshore of Battery Point and storage at Margate.
- At Margate, the stabilisation of the hull and many strategic planning sessions which, though frustrating have proven very beneficial. This time also provided us the opportunity to save funds to allow us to proceed. Without having a reasonable bank balance ourselves I doubt we would have ever gained the community and corporate support for

the project that we have succeeded to.

- 2003/4 The Guild's second successful ANMM MMAPS grant for the building of a scaled model of the *Terra Linna* and further documentation. The scaled model was built to a very high skill level by Noel Hall and donated to the Tasmanian Maritime Museum. Yes Noel built 2 models just to be sure!
- 2006 Registration of the *Terra Linna* on the register of Australian Historic Vessels at the Australian Maritime Museum. This can be seen at

<http://203.35.183.199/emuseum/code/emuseum.asp?newpage=ARHVWelcome&newprofile=ARHVObjects> and search for *Terra Linna*.

- 2007 The acquisition of a grant from the Nyrstar (Zinc Works) Community fund where a very considerable amount of re-cycled Tasmanian minor species timber for the restoration of the *Terra Linna* was made available.
- 2008 The Purchase with Guild funds (raised at festivals) of boat grade Huon Pine for the planking of the *Terra Linna* with the owner of the timber making a very generous donation of timber to ensure we had sufficient.
- 2008 Tasmanian Community Fund awarded for the *Terra Linna* Project for the Sails, Rigging and Spars
- 2008 An enormous amount of work to shift the *Terra Linna*, build a temporary shed and then to commence our restoration work ably led by Noel Hall, whilst overseen by Bill Foster. One mishap occurred soon after setting her up at her new home with storm winds blowing her off her blocks.
- And then in 08 and 09 monthly (or there abouts) working bees for the restoration process led by Noel Hall.

At the working bees we first stabilised the hull at the site, twice! Yes twice because a bad spring storm blew her off of her foundation blocks. We then set about cutting and building frames for each station to pull her back to the lines shape. Once this was completed we could strip off all planking, stringers etc to get back to a bare keel with bow and stern members.

We had to reinforce the keel as many sections were not true to line at the garboard rabbet. The rabbet was re formed and cleaned up.

Next we cut the slot for the dagger/centre board in the keel and Noel built the new casing. Although not fitted yet we now know it will fit due to the dry fitting at the time of constructing the centre board casing foundation.

Many felt this was when the restoration really got underway as we next fitted the garboards. What a pleasure it was to steam and fit the boat grade Huon Pine recently purchased. Work has progressed to the point that we now have 4 planks fully fitted and clenched to both the port and starboard sides. Many of the original planks have been saved and cut into the battens for the batten seams on the hull.

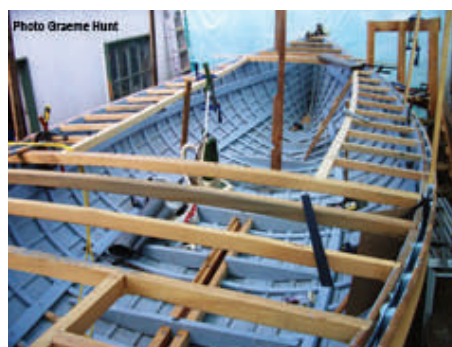
At the same time we are re-fitting the floors. A very time consuming but necessary task to ensure the *Terra Linna* will be true to her lines and strong enough to sail again.

Just to be prepared, at a recent working bee we completed cleaning paint off of the many spars we have in preparation for spar building. Noel also insisted we start getting Celery Top pine out of the Nyrstar timber lot so he could start preparing the deck beams and other larger structural components.

While all of this has been happening we have been negotiating with Sail, Spar and Rigging makers to get the right and best deal for our project as funded by the Tasmanian Community Fund. Before a final decision can be made we have hit a bit of a brick wall in regard to the size of the mast and subsequently sails and rigging. It has been determined that we need to get calculations for the Mast, rigging and ballast to ensure we were both authentic and safe. This is being done and it may require a couple of re-submissions once Murray Isles completes his work.

We can report now that we have let the Spar, Rigging and Sail; work to Andrew Denman Marine, Mike Seeney and Stormbay Sails respectfully. As well, the patterns and castings for the rigging hardware have been completed by Retlass Foundry. All the let work is complete and the Guild is most grateful that this valuable restoration work has been recognised and funded by the Tasmania Community Fund and completed by Tasmanian craftspeople and businesses..

Although the *Terra Linna* is a virtually re-build we have ensured the original lines have been maintained. At all times we have salvaged what we can from her old timbers and fittings and re-used them. So in this way we are helping to maintain the *Terra Linna's* heritage so she again can sail on the Derwent and in the Channel.



Showing work to date including all timbers and deck beams

She currently has been completely planked up, the centre board bed-logs are installed, all floors and timbers are fitted and

fixed, bilge and thwart stringers are fitted and fixed and the



Photo Peter Higgs
Noel and Graeme inspect work to date

Terra Linna will be at the 2011 Australian Wooden Boat Festival in Hobart February 2011.

At last we can see the shape of the *Terra Linna* arising out of the temporary shed she resides in. It would be remiss of me not to, on behalf of all Guild members thank Noel and Noelene Hall not only for their mammoth labour and other commitments to our restoration but also for hosting the *Terra Linna* at their home. Their effort is truly magnificent and very much appreciated.



Photo Peter Higgs
All planking complete

Although this is not the same as in the Mercury it is from this record that the Mercury article was published. Many thanks to Jocelyn Fogagnolo for her work on the article.

Belle Brandon

Ironically, since the article was first penned it was deemed that the Belle Brandon could not be saved and as such has been broken up and removed from the Cygnet waterfront! How much more of our Maritime heritage must be lost before it is understood that a rich historic part of this states maritime history and heritage is slipping away to be lost for all time!

Do you have any old car or boat batteries at home?

Well the *Terra Linna* Project could do with them and just think, by donating them you are doing the green thing by re-cycling them and getting all of those nasties out of your storage area. If you can take them to a battery recycle depot they will pay you for them and then if you want to donate what you get to the Guild we can purchase the ballast lead we need. If you do not want to take your batteries to the recycle depot bring them along to the Guild meetings and we can do that for you.

The fruits of Ainesley Smith's marvellous action are coming to bare as a result of this request of members. Ainesley and Graeme Hunt have collected and ex-

changed members batteries. The result has been the purchase of lead that Ainesley has smelted and cast for the *Terra Linna* using a steel mould he fabricated. In the south Chris Morton has collected lead wheel weights from a local tyre dealer. Chris is going to smelt these down and use Ainesley's mould to cast lead ballast ingots for the *Terra Linna*. Well done to all and please keep the batteries and lead rolling in!

So what does Terra Linna weigh? The arguments continue so more in the next Skeg.

Another very interesting point surfaced when Jocelyn Fogagnolo asked "how much has been spent restoring the Terra Linna?"

I had to fossick through records to come up with the following answer;

Terra Linna restoration Costs to date

Received a TCF grant for Spars Rigging and Sails totaling \$25,000.00

Guild has spent in excess of \$30,000.00

Nyrstar donated approx \$10,000.00 of timber

True costs to date exceed \$100,000.00 based on current market value of timber. I will confirm more accurate costs in the next Terra Linna report.

Recently we received a very kind donation of \$1000.0 from Bryan Gatehouse for the *Terra Linna* project. Bryan was an owner in circa 1950 and is very pleased to see work progressing. Many thanks Bryan.



Photo Gatehouse family
Bryan Gatehouse (owner circa 1950) at the tiller

Apologies that some of this is repetitive but I am just attempting to get the full restoration story complete and worth while because the Guild has done a fantastic job.

Peter Higgs *Terra Linna* Project Manager.

From the Editors Desk

In recent years you often hear that the art of letter writing has been lost through the use of technology.

Following the *Terra Linna* story in the Mercury I received the following email (using technology heh!) about our

Continued on page 6.

Calendar 2010

- Sept. 20th WBGW committee and General mtg.
- September 26th Kettering Rowing Day trip leaders Roscoe Barnett and Jim Tayton
- October to be confirmed Presidents Dinner at Drysdale
- October 10th Terra Linna working bee
- October 16th and 17th MYCT Boating & Leisure Expo (TBC)
- Oct. 18th WBGW committee and General mtg.
- October 31st Bellerive Seafarers Festival
- Nov. 7th Terra Linna working bee
- November 13th Huon Show
- Nov. 15th WBGW committee and General mtg.
- December 11th Spring Bay Discovery Centre
- Dec. 19th Christmas in the Park, Mariners Cottage
- Thursday 10th February 2011 Welcome Bar-B-Q at the Mariners cottage for our interstate WBA visitors.
- Maritime and Maritime Heritage lunch box talks 12 noon till 1.00pm — 1st Tuesday of each month at TMAG Royal Society Room organised by the Maritime Museum.

Trip Leaders responsibilities; the Trip Leader is to confirm meeting paces and times (including maps) for the Skeg edition prior to the event. Skeg closing time is 1st Monday for text and 1st Monday for photos every month. Following the event the Trip Leader is to provide a short story and up to 5 of their own photos, sized and titled (as file name) appropriately, of the event for inclusion in the following Skeg. Members wishing to submit photos from the rowing days are required to provide a maximum of five to the Trip Leader so that we do not get same/similar contributions. All must be sized as below with a title as the file name.

Members wishing to submit articles & photos: All members articles and photos are most welcome as contributions for the Skeg or other publications. For the Skeg, articles are preferred to be in MS Word with no formatting. Members are asked to restrict their photographic submissions to 5 in total per month and to have resized the photos to the following specs. No PDF's please!

400 Pixels wide X 300 Pixels high, or

5.7 cm wide X 4.2 cm high, with a resolution of

180 pixels per inch

If you can not size a photo submit it with a title as a file name and the editor will size it for you.

All SKEG articles must be with the editor in a digital form by the 1st Monday of the month.

General Meetings are on the 3rd Monday of each month, inc. public holidays except in the month of December.

The next general meeting of the Wooden Boat Guild of Tasmania Inc. will be held at the Mariners' Cottage, Napoleon Street, Battery Point commencing

**at 7.30 pm
Monday 20th September 2010**

There will be a committee meeting held prior to the General Meeting at 6.00pm, members welcome

<http://www.woodenboatguildtas.org.au/>

Guest Speaker, 20th September 2010

Peter Higgs will present a short video of Sailing the la Rivière de l'Odette, in France. You may need a French interpreter. Just to give you all a feel for Ros and Ainesley's French Canal cruise that they are currently participating in!

As well we will be packaging model boats in readiness for the Bellerive Seafarers Festival, The MYCT Boating and Leisure Expo and the Huon Show.

Presenter/s or practical demonstration required for future meetings.

Skeg articles by the 1st Monday of each month please . If the deadlines can't be kept the SKEG will be published without late submissions!

1. Skeg photographs by the 1st Monday of each month.
2. Speaker/demonstration (it can be a demonstration of a wooden boat building activity or problem solving activity) for next month are always needed so get your name and topic in.

Officers of the Guild contact list

<i>President</i>	Graeme Hunt	0408146752
<i>Sen.Vice President</i>	Brian Marriott	0419877684
<i>Vice President</i>	Jim Tayton	03 62674051
<i>Secretary</i>	Ross Barnett	Home 6227 1720 or mobile 0438 300 229
<i>Treasurer</i>	David Barnes	03 62441302
<i>Flag Officers</i>	Peter Higgs 62491695	0419803317 & Brian Marriott
<i>Mess Officers</i>	Vacant	
<i>Committee</i>	David Gatenby	0428391432
	Noel Hall	03 62445583
	Peter Higgs	0419803317
	David Morton	0400560330

work. I had first contacted Craig Purdon as a lead from the Devonport Maritime Museum for some history on our *Sea Spray* because Craig's boat as well as *Sea Spray* had been built for the Mersey Marine Board in Devonport.

"Hello Peter

I just opened up today's paper and read the news on the *Terra Linna*, very interesting and good to hear about.

We shall look forward to having a look at her in the up and coming wooden boat fest in Feb.

It reminds me of a boat I looked at in Austins Ferry, a 28 foot canoe stern Huon Pine vessel called *Olga* after the Olga river, she was a Piners boat built in 1923 and sadly slowly decaying away after being in this blokes backyard out of water for 26yrs, he wants \$7,000 for her complete with a rebuild 20hp twin 1941 engine but she is a bit to gone for me and maybe not worth the \$7,000 bill.

I have since found out some news on my boat Devonport since your email, she was built by the late Ned Jack in 1924, ordered by Captain Lacker of the MMB and delivered in early 1927 for pilot duty for the MMB, the first decked pilot boat for the state we believe.

We also have purchased D14, (salamis) for my oldest son to get into sailing and having a classic wooden boat to take care of.

We have both boats in the wooden boat festival and are looking forward to it, love to see you there for a chat.

regards

Craig"

So despite technology it is apparent to me that the art of letter writing is alive and well! Many thanks Craig and I look forward to have a chat with you at the AWBF 2011

A note from the Treasurer!!

Membership subscriptions for this year are now overdue if you haven't already paid! If you're un-financial and you receive your Skeg in the post, you will have a membership form attached. If you get this by email, you can get a form from (insert link to forms on website). Please complete the same and forward it with your fees to The Treasurer, WBGT Inc. PO Box 28 Battery Point Tasmania 2004

<http://www.woodenboatguildtas.org.au/files/Member%20Application%202010.pdf>

AWBF 2011

On another matter in regard to the AWBF 2011, entries are open and you can register on line by going to;

<http://www.australianwoodenboatfestival.com.au/html/boatreg.html>

You can also register without going online by obtaining a

hard print form from the AWBF office or web site.

*Don't miss out entries close in late October or when 300 boats are registered. **On Friday this week the Manager of AWBF 2011 reported that 225 registrations have been received! That only leaves approximately 75 vacancies!***

Peter Higgs

August Rowing Day

Was replaced by a Model Working Bee at the Higgs' IBYS Shed 185 Berriedale Road Berriedale 7011

10.00am saw the working bee start and several members attended before starting time! Much to Dallas' surprise the shed and its contents were looking pretty "ship shape"



Graeme Hunt at work on models

after several working bees of my own in preparation. Even if I do say so myself. Mind you there a several important project articles and tools I just can not lay my hands on right now, grrrr!

But I must admit, it is again more pleasant to potter in the shed now. Just can't see an end to all the projects on the go. But that is a bit of fun too.

I must also thank the members who did so much from there own sheds at home. This made our task a lot easier having things packed neatly into new plastic boxes, hull blanks cut and router-ed etc. Members responsible for this



Tony Lee shaping hulls

were Roscoe Barnett, Des Hutchins, Chris Morton and David Barnes, hope I have not missed anyone. Members attending the working bee included Graeme Hunt, Graeme Nichols, Tony Lee and Robert Wallis

During the course of the day members worked their way through the shaping and sanding of 36 hulls, as well, the cutting and preparation of spars and rigging. With all the cabins etc. Prepared before the working bee we are set



Graeme Nicholls

to bag/package the models.

However, we will need more than 36 models to see us through the forth-

coming Festivals and shows so please watch the calendar for the next Model Working Bee.

Peter Higgs



Peter Higgs cutting and shaping hulls

Next Rowing Day, Sunday 26th September, 10.00am

September 26th Kettering Rowing Day trip leaders Roscoe Barnett and Jim Tayton. Come along and help Roscoe and Cheryl celebrate Maori Lass' 60th Birthday! I have not been advised where we are meeting but dare say you will find us on the water in Kettering!

WBGT meeting Presentation Reports

There have been no reports submitted to date.

Seeking information

Kyeema, Roma and Lady Jane

Does anyone out there have information about these vintage motor launches?

I am writing a biography of Win and Clyde Clayton of Port Davey. In their retirement, Win and Clyde moved to Franklin and Clyde had a series of boats, including the vintage motor launches *Kyeema, Roma and Lady Jane* which he owned during the 1980s. I have some detail about *Kyeema* and *Roma* from Graeme Broxam's book *Those that Survive* (pp.40 & 51).

Peter Atkins purchased *Lady Jane* and put significant work into re-fitting her.

I would love to know what has become of these vessels.

A much longer shot is *Atlanta*, a 48 foot fishing ketch built by Syd Grundy at Lunawanna in the 1930s. She was re-named *Arlie D*, in the 1940s. Clyde owned her until he purchased *Stormalong* in 1954.

Arlie D reverted to her former name, *Atlanta*, and from

what I can gather, went to Lakes Entrance.

If anyone can assist with information about these boats, please contact:

Janet Fenton
102 Wiggins Rd, Longley, Tas 7150, Australia
Phone: 03 6239 6443
E-mail: fenton@southcom.com.au

Or you can pass on any information to Brian Marriott

For Sale:

Argo

Hi Peter, just a few photo's to look at. The top two are of "Percy Charles" and the rest are of "Argo". I am looking to sell Argo so if you know of any Member looking for a nice little dinghy please pass my details on.

Argo is all Huon pine 4.7mts x 1850 she has a wet well and lined inside which makes a great finish. The motor is a 6hp Yanmar diesel and is in good condition. Argo is on a good trailer but is not registered. I bought Argo to keep and sell Percy but have had such a great time with Percy with her original rig I have changed my mind. Please feel free to give my e-mail and mobile to anyone interested.



Gavin can be contacted through the editor.

Eltin Ronan

Having just arranged to purchase Gavin Boon's Fazackerly I need to offer *Eltin Ronan* for sale. She's been a big/little restoration job for a boat with a lot of history. Looking for a mad keen wooden boater to take her on and maintain her as part of Tasmania's Maritime history.



Great rowing boat and prepared to negotiate the price.

Contact Peter on 0419803317

Brand new 10' Sailing Huon Pine, King Billy etc Clinker, Sails and oars.

Superb brand new condition with brand new trailer, oars, sails, PFD's Immaculate.

We have just won this vessel but in all honesty she needs a wooden boat enthusiast's home.

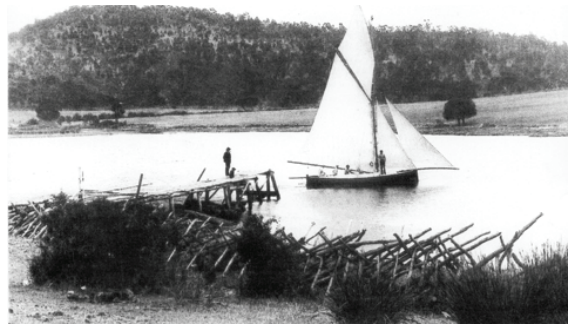
Someone who loves such beauty and workmanship. I appreciate the superb vessel but with two children learner sailors, this vessel would be wrong for them. This vessel needs a great home. It has over 400 hours of top quality workmanship to build her. Photographic Records of her being built are available. A superb Tasmanian wooden boat historical project using



superb timbers some 1500 years old.

Andrew Denman has built the vessel and stated she is worth \$24,000 as is. **Call Geoff on 0422 587 716 or txt.**

Some other photos of Terra Linna (circa 1950) from Bryan Gatehouse



In Lindisfarne Bay



With the raised deck



CLINKER KING BILLY DINGHY

LOA: 12' – 3.66m

Beam: 5'2" – 1.56m

Sound condition, requires painting

Contact Roscoe on 0438 300 229

DRASCOMBE LONGBOAT

Timber (1990), 21'9" loa, built in Melbourne for Xavier school summer camp, white hull, tan inside, yawl rig, sails new 2005 tanbark(red), 5hp longshaft yamaha (low time), new dagger box reinforced hull, stainless tiller/dagger, white cedar mast new 2005, all gear with rebuilt trailer, -great for Tasmanian coastal sailing with kids- selling to buy live aboard

\$9,750.00

GREG 63 -722-048

hooksy39@yahoo.com



On the slip