

SHAVINGS

THE NEWSLETTER OF THE WOODEN BOAT ASSOCIATION INC.

<https://www.woodenboat.asn.au/>

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President's Report

Hi all,
The boating year has started again and with the hot weather there have been good opportunities to get on the water.

Leigh McNolty tells me the Inverloch Classic sailboat festival was successful with the focus boat (Mirror) having good presence of number on the weekend meet.

Quite a few of our members were at the Hobart Wooden Boat Festival, and about a dozen of us met for a meal on the Saturday evening.

Unfortunately, the "raid" on the festival was disrupted due to the bushfires around Huonville, and Jim, Penny, and other entrants had to make other plans.

The Club's twilight midweek sailing day was well attended for a leisurely sail followed by a BBQ at the APYC clubroom.

The Rye sailing day was also well attended. The weather to begin with was a little threatening but by late morning the wind dropped to nothing and calm conditions made for more comfortable motoring but was not good for sailing.

The South Australian Wooden Boat Festival is next month and with the event being held later in the year than previously, the weather is likely to be cooler than it has been in previous years.

The WBA's 30th anniversary is coming up and we are planning to celebrate it at this years AGM, more information to come.



Aye, Andrew

Club Calendar

Wed 10 Mar	APYC Sailing Day	Albert Park Lake
Sun 24 Mar	APYC Sailing Day	Albert Park Lake
Wed 24 Apr	Club Night - TBA	TBA
Sat 27 - Sun 28 April	South Australian Wooden Boat Festival	Goolwa SA
Sun 28 April	TBA	
Tuesday 30 April	Glenelg River Trip (Jim Stockton organising)	Nelson, Vic
Wed. 1st May	Glenelg River Trip (Jim Stockton organising)	Nelson, Vic
Wed 22 nd May	Club Night - details TBA	APYC Lower Hall
Sun 26th May	Sailing Day	APYC

Pending – Club's Glenelg River Trip (Jim Stockton)

Glenelg River trip, Monday 29 April to Friday 3 May (or part thereof if that suits you)
The Glenelg River is about half way between Melbourne and Adelaide and this trip is the week after the Goolwa Wooden Boat festival.

We will be based at the Kywong Caravan Park which has cabins and camping facilities in Nelson, the town near the mouth of the river. Their web address is
<https://www.kywongcaravanpark.com.au/>



(Kywong Caravan Park)

Most people will be planning day trips, but the more adventurous are planning to travel along the river and camp in the numerous campsites on the banks.

There is a petrol station, a general store and a pub in Nelson. (translation: fuel, basic food plus necessities, booze)

The Glenelg River offers over 50km of deep, flat water between Pines Landing and Nelson with negligible current or tide so travelling upstream is just like travelling downstream. Wind can be a challenge adding or subtracting from progress if you are paddling.



(Pines Landing)

There are launching ramps at a number of places along the river.



(Sandy Waterholes)

If you're not taking a boat, Paestan Canoe Hire has a variety of canoes and sea kayaks for hire. They can also take you to any of the launching places and return you to your base at the end of your trip.



(Donovan's Landing)

More information on the Glenelg National Park is available at

https://parkweb.vic.gov.au/_data/assets/pdf_file/0003/315669/Park-note-Lower-Glenelg-NP-River-guide.pdf, and there is also a large scale map of the area called Great South West Walk & Lower Glenelg published by Carto Graphics (1:50,000 scale).

Please let me know if you are interested in spending some time on the Glenelg River. My phone number is 0408 279 179. Jim.

Sailing Night and BBQ 13/2/19 (David O'Dempsey)

The attendees at our evening sail/row and BBQ were few in number but keen in spirit. Rather than break out the club boats, lives were risked in my 15' Acorn (Ian Oughtred's design), and a good time had by all.



Now, I'm not a sailor, and the boat was built primarily as a rowing boat. In this role it is a beautiful and stable craft – swift and responsive. We had sailed in it once before, in a very gentle breeze off Bellerive on the Derwent River, and in the hands of an experienced sailor it had seemed to perform adequately.

Wednesday evening was the first time the Acorn had been tried on the mainland, and the breeze was definitely brisker than at Bellerive, but nevertheless Leigh, Geoff, Graham and me all ventured out, on the basis that the lake isn't very deep – and it was down a foot or so to what you would normally see.



If I knew more about sailing, I would be able to describe the Acorn's performance in nautical terms, but you'll just have to do with my untrained observations.

Speed. I think it was quite fast on a run, definitely more than brisk rowing speed, and a lot easier on the arms.

Buoyancy. Yes, it floated fine, and the 4 buoyancy bags stuffed under the thwarts remain untested.

Handling. Not my area of expertise, but maybe you can make something of the term "very tender" (unless they were referring to my bottom after sitting on the centerboard case").

There was also a fair bit of crew movement required when the wind gusted, to ensure that the buoyancy *remained* untested!



Maneuverability.

I did notice that it didn't like to turn corners or "tack", I think was the term used – it just sort of stopped, sailed backwards a little, eventually got a bit of wind to push it around, and off it would go again. There was some suggestion that the giant skeg running halfway along the bottom was a contributing factor.

Summary. A pretty boat, a well-made boat, a wonderful rowing boat, and it can be sailed.



Thanks to Kerryn and Hahn for providing supplementary rations to the hungry throng at the conclusion of an enjoyable day.

Did I mention that Andrew Campbell, Peter Bachelor and Jimmy Baillie were there too? (Yes, the Jimmy is returning to the fold!).

Rye Sailing Day, Feb 2019 (David O'Dempsey)

What a great day's weather! Unlike last year when we had to cancel the event, this year we had a beauty!

The forecast had indicated high winds up to lunch time and in fact reached 60kmh in the early morning. Perhaps this is why there were few trailers in the trailer parking area, and no pressure on the ramps at launch and retrieve times. A bonus!

So, who were the adventurers who gathered? Jim and Penny sailed their Ness Boat "Talisman",



Ken McMahon went out in his beautiful Penny Fee,



and Andrew and Hahn attracted the crowds in Mars – even if the crowd consisted of VERY large seals!



Alex Pigdon and family were there with their boat "Halloween" (an "Elver" designed by Steve Redmond),



and the O'Dempsey's' Rifleman runabout did a couple of sightseeing/fishing expeditions, first with visitors Sam and Meagan, and then with Tim and Sharon Drinkall.



Unfortunately Alex's boat had a problem, and as Sharon reported – "the ill-fated Halloween suffered problems, and was withdrawn".

Rob and Pat Ripley arrived just after the fleet had left, and unfortunately, missed out on a sail.

Life member David Bamfield popped in for a chat, as did early member Richard Jackson, and the Batchelors were spotted diving under and around the Rye pier.

Speaking of diving, after boarding the Rifleman, Sharon Drinkall noticed her new Samsung mobile was missing and it was quickly located on the bottom of the Bay underneath the boat. Tim discovered that the water was much - much deeper than it appeared, but eventually rescued the phone – which was (and is) STILL WORKING!.

As usual, the day was concluded with the consuming of the traditional fish and chips on the beach.

The Drinkall "Comet" (The Drinkalls)



We some years ago purchased a 1932 designed runabout that had been built from Philippines mahogany in 1939.

The design for this boat was featured in 3 editions of the Popular mechanics magazine 1932, and the builders, then a young couple, purchased the full set of plans in Blueprint form from the USA.

The boat was built as an outboard and was successfully launched in 1940 on Lake Eildon (where the photo was taken), but World War Two intervened, the army compulsorily acquired the outboard and all the fittings from the boat. The boat was unused from that time until the time we purchased it a few years ago.



The original owner had planned to convert this boat to an inboard and had purchased plans from Popular Homecraft Magazine to achieve this step. Some conversion work was actually commenced and a driveshaft obtained, but it was never completed and the Popular Homecraft Magazine plans for the fitting have become lost in time.

Well we've commenced the restoration - you know the one, be finished by Christmas, (but which one), and so after a couple of few Christmases' are now keen to finish the project.

We would like to acknowledge at this point Tom Whitfield's generous contribution. Tom's inspection of the boat and his encouragement and suggestions were greatly appreciated.



The boat could be in the water by now if Tim was happy with another outboard but no, he wants an inboard. Over the past years help has been sought in achieving the same from different people and organisations, and everyone agrees it's possible but there has been much discussion on what type of motor to use.

Tim would love a great big V8, but that's too big for the boat. We looked at old side valve motors similar to the 40 horsepower motors included with the early Chris Craft, but who wants the responsibility of looking after a 60 to 70 year old motor and fittings? Then we looked at air cooled Motors, Volkswagen, Briggs and Stratton etc.. We sent photos and plans to the Volvo dealers who were very interested, but we decided not to go that way - the recommended Volvo diesel weighed in at 376kg alone, without all the bits and pieces necessary to finish the job.

Once again we looked to the old and wise heads of our club and got in touch with Bill Jones. It's a long way from Bruthen to Mordialloc, but Bill

called in and checked the boat out, told us we were heading the right way (yes, he confirmed Tom's advice), and gave instructions on what to do next.

When Tom and Bill give you advice you just do it, so we rubbed-down the whole boat again.

The construction is batten and seam, and the seams had been caulked with plastic wood. The seams of course didn't have a uniform spacing.

The caulking was removed by using a 1/8 inch router bit set to the right depth and at the same time the routing evened out the the seam widths. One eighth of an inch strips of hardwood were then epoxied into the seams.



Sounds simple doesn't it? I think Tim broke about 20 high speed steel router bits, until he bit the bullet and purchased a couple of solid tungsten router bits. Then things went better.

The bottom of the hull had already been glassed, but Bill made us apply an extra layer of fibreglass matting topped by a further layer of fibreglass cloth over the existing work. He also had us remove the false Keel, fill in the keel Groove with hardwood, and fill in the drive shaft opening and fittings that had already been cut into the hull, and give the bottom a good coating of Aquacote (10 coats were applied, according to Tim!).



And what about a motor? In the end we have opted for an older, already marinized Holden motor that had become available, to be fitted into the Comet by Bill at his home in Bruthen.

So the boat is off its rotisserie, rolled from the shed to the trailer, and it's off to Bruthen for a holiday with Bill, who is also undertaking the bulk of the remaining restoration.

Bill guarantees that the boat will be finished by (sooner than Christmas, we hope).

We'll keep you informed.



Tim and Sharon Drinkall

The Boatyard

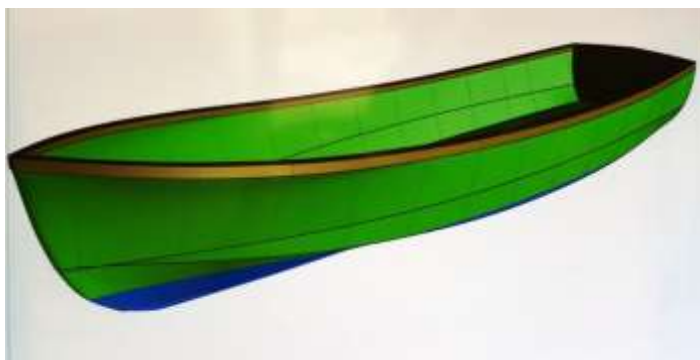
Co2 Cartridge - FREE to a good home

CO2 cartridge, 28 gram . Suits Stormy brand inflatable life jacket. Free to a good home. Please phone Jim on 0408 279 179.

Please phone Jim on 0408 279 179.

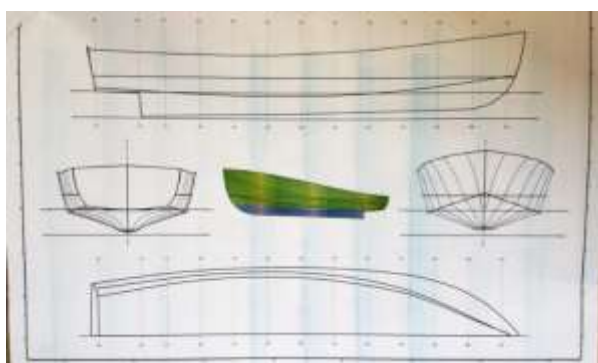


Plans for WILLIAM ATKINS 1950 17ft Seabright Skiff - \$150 ONO



Genuine set of plans for. "WILLIAM ATKINS 1950 17ft Seabright Skiff."

Also included are full size drawings of Stations and Stem. Design Specifications, trim, resistance and power calculations derived from the Delftship Professional Ship design program. The plans are suitable for plywood lapstrake construction and are For sale at \$150.00 ONO



Resistance calculations.

Delft Series (198)

Speed	Length	Displacement	Frictional resistance	Residual resistance	Total resistance	Effective power
1.00	1.00	1.00	0.000	0.000	0.000	0.000
1.20	1.20	1.20	0.000	0.000	0.000	0.000
1.40	1.40	1.40	0.000	0.000	0.000	0.000
1.60	1.60	1.60	0.000	0.000	0.000	0.000
1.80	1.80	1.80	0.000	0.000	0.000	0.000
2.00	2.00	2.00	0.000	0.000	0.000	0.000
2.20	2.20	2.20	0.000	0.000	0.000	0.000
2.40	2.40	2.40	0.000	0.000	0.000	0.000
2.60	2.60	2.60	0.000	0.000	0.000	0.000
2.80	2.80	2.80	0.000	0.000	0.000	0.000
3.00	3.00	3.00	0.000	0.000	0.000	0.000
3.20	3.20	3.20	0.000	0.000	0.000	0.000
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3.60	3.60	3.60	0.000	0.000	0.000	0.000
3.80	3.80	3.80	0.000	0.000	0.000	0.000
4.00	4.00	4.00	0.000	0.000	0.000	0.000
4.20	4.20	4.20	0.000	0.000	0.000	0.000
4.40	4.40	4.40	0.000	0.000	0.000	0.000
4.60	4.60	4.60	0.000	0.000	0.000	0.000
4.80	4.80	4.80	0.000	0.000	0.000	0.000
5.00	5.00	5.00	0.000	0.000	0.000	0.000
5.20	5.20	5.20	0.000	0.000	0.000	0.000
5.40	5.40	5.40	0.000	0.000	0.000	0.000
5.60	5.60	5.60	0.000	0.000	0.000	0.000
5.80	5.80	5.80	0.000	0.000	0.000	0.000
6.00	6.00	6.00	0.000	0.000	0.000	0.000
6.20	6.20	6.20	0.000	0.000	0.000	0.000
6.40	6.40	6.40	0.000	0.000	0.000	0.000
6.60	6.60	6.60	0.000	0.000	0.000	0.000
6.80	6.80	6.80	0.000	0.000	0.000	0.000
7.00	7.00	7.00	0.000	0.000	0.000	0.000
7.20	7.20	7.20	0.000	0.000	0.000	0.000
7.40	7.40	7.40	0.000	0.000	0.000	0.000
7.60	7.60	7.60	0.000	0.000	0.000	0.000
7.80	7.80	7.80	0.000	0.000	0.000	0.000
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8.20	8.20	8.20	0.000	0.000	0.000	0.000
8.40	8.40	8.40	0.000	0.000	0.000	0.000
8.60	8.60	8.60	0.000	0.000	0.000	0.000
8.80	8.80	8.80	0.000	0.000	0.000	0.000
9.00	9.00	9.00	0.000	0.000	0.000	0.000
9.20	9.20	9.20	0.000	0.000	0.000	0.000
9.40	9.40	9.40	0.000	0.000	0.000	0.000
9.60	9.60	9.60	0.000	0.000	0.000	0.000
9.80	9.80	9.80	0.000	0.000	0.000	0.000
10.00	10.00	10.00	0.000	0.000	0.000	0.000

John Womers (KAPER).

Speed	Length	Displacement	Frictional resistance	Residual resistance	Total resistance
1.00	1.00	1.00	0.000	0.000	0.000
1.20	1.20	1.20	0.000	0.000	0.000
1.40	1.40	1.40	0.000	0.000	0.000
1.60	1.60	1.60	0.000	0.000	0.000
1.80	1.80	1.80	0.000	0.000	0.000
2.00	2.00	2.00	0.000	0.000	0.000
2.20	2.20	2.20	0.000	0.000	0.000
2.40	2.40	2.40	0.000	0.000	0.000
2.60	2.60	2.60	0.000	0.000	0.000
2.80	2.80	2.80	0.000	0.000	0.000
3.00	3.00	3.00	0.000	0.000	0.000
3.20	3.20	3.20	0.000	0.000	0.000
3.40	3.40	3.40	0.000	0.000	0.000
3.60	3.60	3.60	0.000	0.000	0.000
3.80	3.80	3.80	0.000	0.000	0.000
4.00	4.00	4.00	0.000	0.000	0.000
4.20	4.20	4.20	0.000	0.000	0.000
4.40	4.40	4.40	0.000	0.000	0.000
4.60	4.60	4.60	0.000	0.000	0.000
4.80	4.80	4.80	0.000	0.000	0.000
5.00	5.00	5.00	0.000	0.000	0.000
5.20	5.20	5.20	0.000	0.000	0.000
5.40	5.40	5.40	0.000	0.000	0.000
5.60	5.60	5.60	0.000	0.000	0.000
5.80	5.80	5.80	0.000	0.000	0.000
6.00	6.00	6.00	0.000	0.000	0.000
6.20	6.20	6.20	0.000	0.000	0.000
6.40	6.40	6.40	0.000	0.000	0.000
6.60	6.60	6.60	0.000	0.000	0.000
6.80	6.80	6.80	0.000	0.000	0.000
7.00	7.00	7.00	0.000	0.000	0.000
7.20	7.20	7.20	0.000	0.000	0.000
7.40	7.40	7.40	0.000	0.000	0.000
7.60	7.60	7.60	0.000	0.000	0.000
7.80	7.80	7.80	0.000	0.000	0.000
8.00	8.00	8.00	0.000	0.000	0.000
8.20	8.20	8.20	0.000	0.000	0.000
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8.80	8.80	8.80	0.000	0.000	0.000
9.00	9.00	9.00	0.000	0.000	0.000
9.20	9.20	9.20	0.000	0.000	0.000
9.40	9.40	9.40	0.000	0.000	0.000
9.60	9.60	9.60	0.000	0.000	0.000
9.80	9.80	9.80	0.000	0.000	0.000
10.00	10.00	10.00	0.000	0.000	0.000

I hope to find someone interested in building this classic design as I am now too old to do so now, but the boat deserves to be made. Please contact Allan Russell at russboats@gmail.com.

For Sale - 1931 4.25 Hp Chapman Super Pup - \$2250

Now that I have completed my restoration of "Larrigai" - my 1898 Hobson's Bay Flattie Putt-Putt I wish to sell the original motor. Did I say original motor? Well it's the 1931 4.25 Hp Chapman Super Pup that has been in the one boat since the motor was new in 1931.

It was running when removed and is complete with a very rare 1970's Dynastart electric starter and generator, exhaust system, magneto, dog clutch, drip carburettor, wiring loom, magneto oilers etc. etc..

It is available in Melbourne.





Condition? Personally, I would give it a good overhaul, but it is operational and comes with spare spark plugs and a reprint of the workshop manual.

Asking price is **\$2250** (negotiable) including the Dynastart (I have seen Dynastarts advertised for \$1500 alone)

You can contact me at bob@aerospacematerials.com.au or on [0418109383](tel:0418109383)

John Dory for Sale - \$2500



Great little wooden boat for first time sailors and for those experienced boaties who want a collector's item. It's in great condition, measures 5.3m long and 1.8mtrs wide, and comes with a registered trailer as shown.



The boat is located in Bayswater and the bargain price of \$2,500 has been set in order for a quick sale.

Contact Sandra on 0403 339 262 or sandra@crackerjackcafe.com.au for more details

For Sale – 2 Classics

Henry Scott was the secretary of the WBA during its early formative years. He enjoyed participating and assisting the WBA Vic with then President David Bamford and Committee Members Alan Chinn, Tom & Carole Whitfield, Brian Atkins and others.

Now the time has come for Henry to officially retire his mothballed fleet, and he is keen to find them good homes. No photos at present, but I'm sure Henry will be pleased to have you inspect.

No. 1 - Phillip Bolger - 10'6 Cartopper. \$1500 ono (including tan sail)

It can be sailed, rowed or a small electric motor attached. Comes with tan sail. (A separate trailer and dolly is available for those that would prefer not to put a boat on top of their car). The trailer and separate dolly for the cartopper - **\$750 ono**)

No. 2 - Tom Hill- Ultralight Canoe - \$1500 ono

Approx.12 ft long. Clinker/lapstrake construction, varnished, of near museum quality.

Henry can be contacted on **0412 068 833** or at henry8945@gmail.com.

For Sale - 11ft clinker putt putt "Curlew"

This boat dates from about 1950, is clinker construction using Kauri and Oregon. We restored it 2005, replacing a couple of planks, and rebuilding the interior. Interior is an oiled finish as per original.

Now powered by a modern Honda GX160 air-cooled 4 stroke 5hp single cylinder engine adapted for use in the boat. It starts easily and is economical, easily does 4 hours running on the 5 litre tank, and has probably had no more than 50 hours use.

Has a sun awning, and is on a registered Dunbier trailer, with spare wheel. Boat and trailer registered until Feb 2019. Includes oars, fenders, bilge pump, anchor and rope. Price? - **\$6,000**



Please contact me for more photos or to inspect- David Stott, 0414442518 djstott@bigpond.com

For Sale - Wooden boat (Adirondack Guide Boat) with Hobie Drive - \$2150



This is a beautifully made marine ply double-ender, very stable, and a smart mover. Easily roof-topped, and if necessary, can be carried by one person (remembering that it is a metre wide).

If you already have a Hobie drive and don't need this one, of course there will be a considerable price reduction for the hull only.



Check out the boat in action at <https://www.youtube.com/watch?v=P9wC4DBHdjM>,
https://www.youtube.com/watch?v=_hDcaF3jfYg, <https://www.youtube.com/watch?v=UEw4bGyeRIU>, and
<https://www.youtube.com/watch?v=ChrI2yb5cZQ>,

Contact David O'Dempsey at ddempsey2@bigpond.com, or on 0439 388 885.

Wanted – More of These?

Puns for Educated Minds (how come they're so DUMB!)

How does Moses make his tea? Hebrews it....

Venison for dinner again? Oh deer!

A cartoonist was found dead in his home. Details are sketchy.

I used to be a banker, but then I lost interest.

Haunted French pancakes give me the crepes.

England has no kidney bank, but it does have a Liverpool.

I tried to catch some fog, but I mist.

They told me I had type-A blood, but it was a Type-O.

I changed my iPod's name to Titanic. It's syncing now.

Jokes about German sausages are the wurst.

I know a guy who's addicted to brake fluid, but he says he can stop anytime.

I stayed up all night to see where the sun went, and then it dawned on me.

This girl said she recognized me from the vegetarian club, but I'd never met herbivore.

When chemists die, apparently they barium.

I'm reading a book about anti-gravity. I just can't put it down.

I did a theatrical performance about puns. It was a play on words.

I didn't like my beard at first. Then it grew on me.

Did you hear about the cross-eyed teacher who lost her job because she couldn't control her pupils?

Broken pencils are pretty much pointless.

What do you call a dinosaur with an extensive vocabulary? A thesaurus.

I dropped out of the Communism class because of lousy Marx.

I got a job at a bakery because I kneaded dough.

Velcro - what a rip off!.....

that`s all folks!

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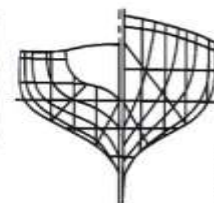
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- * Altex Varnishes

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WBA Committee 2018 - 19

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Please Note

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Such risks will require the exercise of the prior judgement of members on behalf of themselves, their guests and invitees, whether to commence or continue any particular activity, irrespective of information supplied by the Association, its Committee or officers.

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