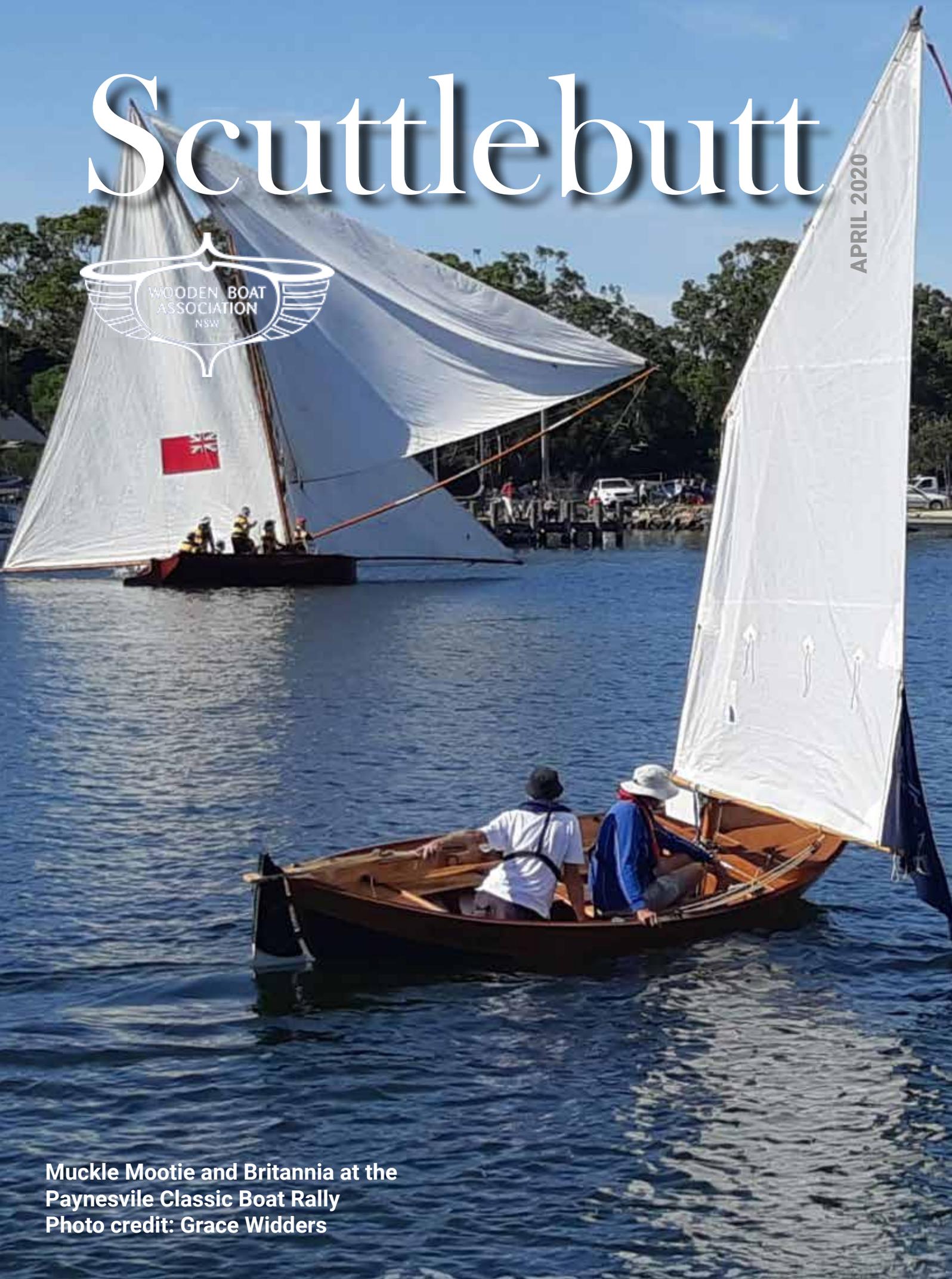


Scuttlebutt

APRIL 2020



**Muckle Mootie and Britannia at the
Paynesville Classic Boat Rally
Photo credit: Grace Widders**

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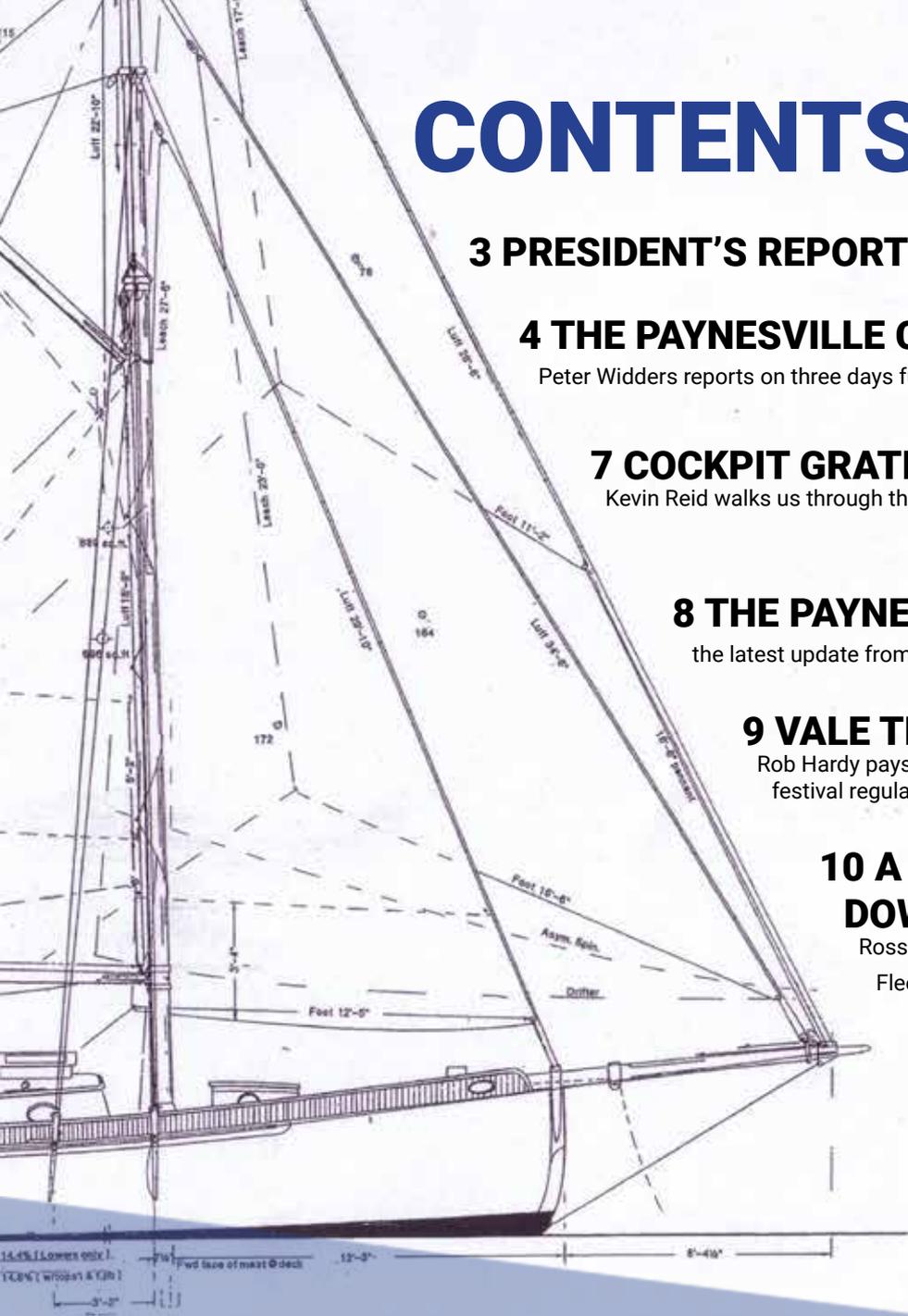
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Scale: 1/2"=1'



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PRESIDENT'S REPORT

Peter Widders
April 2020

March Guest Speaker

Thank you to our March Guest Speaker, Ross Marchant, ably supported by Jill Marchant for an excellent presentation on the Halverson-built Air Sea Rescue boat, Oceanus. This was an enthralling overview, which included wartime footage of the boats in action.

Our May speaker Smith (The Building of a 24ft Ranger Class sloop) has agreed with our proposal to video his presentation to make available to members at a later date. This is one of the initiatives the Committee is examining to 'add value' for our Members.

Covid19

The Committee is continuing the situation with the virus and will provide information to members about the ongoing activities of the Association. This will include information/ advice on whether our general meeting can go ahead as scheduled. Sporties Club has provided advice for Members: this advice was included with the most recent E Newsletter sent to members.

Committee

We have welcomed 3 new Committee members since the November Annual General Meeting. Ross Marchant, John Gale and Denis Songeon are new members of the Committee, while Nick Lawther has returned as Secretary after a couple of years. Thanks to these members for 'stepping up'. We still have one position available for a member to join us.

Dave Giddings –Donations

Thanks to Dave Giddings of Drive Marine Services for his

generous donation of 2 Bote Cote Epoxy Packs (March raffle prize and the 2nd to be advised). Dave has also offered new members who sign up at the Classic and Wooden Boat Festival (1 -3 May at Darling Harbour – see also below note) a \$50 voucher for products from Drive Marine Services. See more from Dave on You Tube at "The Epoxy Guru – Tips and Tricks".

Festivals and Events

An increasing number of events, shows and festivals across Australia have either been cancelled or postponed. At the time of writing, (22 March) the Association has not received any information about the Classic and Wooden Boat Festival: the Australian National Maritime Museum has not listed any additional information about the Festival in relation to Covid-19. I urge members to keep an eye on the Museum website for updates on the situation.

Staying Safe and Keeping in Touch

One way members can keep in touch during this time of self-isolation is to join the WBA of NSW Inc Facebook group. This is a closed group, available only to members of the WBA of NSW. Simply log onto Facebook and send a request to join. The group is an ideal way to tell us about your project etc while we are unable to visit each other to check on progress directly.

This is also some time that might be well-used to drop us a line about your boat/project or favourite design. We are endeavouring to build up a 'bank' of articles for members to enjoy in Scuttlebutt; so please drop us a line with photos (max size please).

And finally, you might join us on the new Wooden Boat Association of NSW Instagram page. This is open to all and another terrific opportunity to share your projects and wooden boat endeavours with us all. Please send photos and text (description) to the Editor: editor@wbansw.asn.au

Please take care during this difficult time.

President@wbansw.asn.au



Congratulations to our March Raffle Winner, David Bailey, pictured with Peter Matthews and March Guest Speaker, Ross Marchant. Thanks to Peter for stepping in to run the raffle and to Dave Giddings for the Bote Cote Epoxy Pack donation.

Stop Press

The Committee of the WBA has postponed the April and May General meetings. Hugh Cross (April) and Ian Smith (May) have both offered to re-schedule their presentations at a later date. The Committee has also suspended monthly Committee meetings and will continue their work through other means.

THE PAYNESVILLE CLASSIC BOAT RALLY

28 FEBRUARY - 1 MARCH 2020

By Peter Widders

It hardly seemed like 2 years had passed when we again set off for the next edition of the Paynesville Classic Boat Rally. Towing our 15ft Whilly Tern, Muckle Mootie, we made the trip south in 3 easy stages with overnight stops at Mollymook and Eden.

A feature of the trip was the devastation we saw on both sides of the Princes Highway from the bushfires of early January. The fire damage in the Southern Highlands area was hidden from sight, but from Lake Conjola southward the damage was in clear view. The landscape was made more surreal in many parts by the amount of regrowth, on the ground and trees, which had begun following the recent rains. The vibrant green of the new growth was a stark contrast to the blackened trunks. There had been an amazing amount of work done to have the Princes Highway open in such a short period of time. The clearing of a wider firebreak on either side of the highway, and away from power lines, was evident in many parts of north-east Victoria.

A detour was made on the second day of the trip when was delivered donated tools from WBA members to Eric Simes at Guerilla Bay, just south of Batemans Bay. Eric, a WBA member, is also Secretary of the Eurobodalla Woodies, a group who lost their HQ, tools, machinery and timber 'stash' in the fires at Mogo on New Year's Eve. Kudos to Tom Hughes who proposed this



initiative and added a considerable amount to the collection donated. Mitch McDermott, our February speaker from Japanese Tools Australia, made a very generous donation of new tools, including chisels, a saw and 6 spare blades and a hammer.

Part of the rationale for the 3-step southward trip was to support local communities in the areas affected by the fires. This also necessitated a stop at the Bairnsdale Quilt Shop: we always mix boat stuff with quilt stuff whenever on 'tour'.

We arrived in Paynesville on the Thursday afternoon before the Rally. Our digs on one of the local canals were within walking distance of the town and a pub meal was duly enjoyed on the first night.

The forecast wind for Thursday and Friday was in the order of 25 knots. Relief was in sight with a gentler winds and sunshine forecast for the 2 weekend days of the Rally.

On Friday morning, boats were delivered to the hardstand (historic 18ft skiff Britannia and Muckle Mootie) and we took a stroll along the docks after unhitching trailers and parking cars in the adjacent vacant lot used for overflow parking. Chris Dicker and Westwind were tied up at one of the docks and we took the time to go aboard and catch up with Chris and his fledgling huon pine seedlings. They were looking a bit droopy: I suggested it may have something to do with the captivity syndrome experienced by Orcas where their dorsal fin droops in captivity.

The Friday evening forecast for the weekend was a lot more promising than the preceding 2 days. Saturday arrived with a light cloud cover and very little breeze. The weekend weather actually turned out to be an almost carbon-copy of the 2018 Rally weather: a ranged between 0 and 6 knots. Eric Simes reported that the Monday after the Rally saw a return to 25kts from the south west. Someone on the organising committee had a contact with the wind wraiths!

Saturday morning saw the Grand Parade, down MacMillan Strait, led by the tall ship, Coral Trekker. Launchings from the hardstand area was a breeze once again with a couple of tractors expertly piloted by 2 young fellas

Images:

Right: This was a common scene from Lake Conjola to Cann River.

Below: The view from our Paynesville digs.





managing launchings and retrievals without a hitch. Britannia just trundled through the area on its trolley, down the ramp and into the drink. A figure of 289 boats registered for the Rally was reported to me; and it seemed likely that every one of that number was on the water on a terrific morning. A delay with Coral Trekker at the head of the parade saw quite a spillover onto the lake at the top of McMillan Strait. It also saw the light wind disappear completely so we were pleased to accept a tow from a 3-person team on a small fishing boat originally from Mallacoota. The

crew aboard included a Scots lady who was quite taken with the (Shetland Island inspired) name of our little boat, and regaled us with tales of her Scots aunt in between sips of morning bubbly. A small breeze developed half way down the strait and we sailed around for a while before returning to shore and lunch.

Ian Smith gave a well-attended talk on Saturday afternoon on 'The Open Boat' – the development of the historic skiffs of the east coast.

Images:

Top: Westwind (and Huon Pine seedlings) in fine fettle for the Rally.

Bottom : Old gaffer at Paynesville: this one is a regular'





Images:
 Left: Acrospire 2 - Charlie Peel design, during the Sunday 'race'.

Below: A classic from Kaiser Boats.

Sunday dawned with pretty much a carbon copy of the previous day. Ex-WBA President Jon Bell, put his hand up for a ride and we set off for the Sail Past. This was a misnomer as wherever you have 2 sailing boats on the water, you have a race. An orange smoke flare from the Raymond Island Ferry was the start signal, bang on 10am. We managed to get Muckle Mootie pretty close to the line on the leeward end and then enjoyed an absolute rails run down the channel to such a degree that 20 minutes after the 'gun' we were vying for the lead with Britannia, a Dragon, a 27ft Tumlare and a 21ft Charlie Peel 'rocket ship'. No spinnakers for us with one wag on the dock (was that you Eric Simes?) commenting on the quietness of new electric motors.

Alas, it was not to last as in spite of our 7th placing at the rounding mark, out of 79 entrants, the breeze deserted us and we were passed by a good number of boats on the way home.

The power boats had their turn in the afternoon with the 'Bang and Return'. This oddly named event takes boats on an out and back course with each boat setting their throttle at the one setting for the whole event. At some stage the lead boat signals for a 180 degree turn and the first home to the starting line is declared the winner. The ubiquitous 'Quick and Dirty' competition then had its turn on the water, with much hilarity from participants and spectators alike.

The 2020 Paynesville Classic Boat Rally was another outstanding event: kudos to Rally Supremo, Peter Medling, the green-shirted committee and the equally tireless red-shirted volunteers.

See you there in 2022! 4-6 March 2022



COCKPIT GRATE PROJECT PART ONE

By Kevin Reid

This is an unfinished project and I am writing this article to share my experience so far but also in the hope that someone else has produced a grate and might like to share their experience.

The project started out with the intention of replacing the cockpit grate on my 30ft wooden boat, designed by Illingworth & Primrose and built in 1964 by Eddie Mossip at Battery Point Tasmania and he used Celery Top Pine for the frames and Huon Pine for the hull. The deck and cabin was plywood.

The grate in the picture looks ok but many of the slats were worn, bent or broken and to me at the time there was no option but to replace the whole lot.

There were two parts to the grate: the aft section was square and I think was teak and the forward one tapered I am not sure what it was made of but was lighter than the other and not as strong. Both frames were a mortice and tenon construction and glued.

The slats were interlocking and glued with an old type glue that went brittle and hard. Thus many of the top slats were broken.

I started with the hardest part of the project: the tapered grate. That's where I made my first mistake. I discovered it was much better to do an easy one and hone the basic skills needed to make the grates.

Being tapered the design meant that the long slats were fanned out. This meant that the slots were not at right angles to the slat. In fact every slot was slightly different. It was very difficult to get the right fit. Essentially the slots had to be cut smaller and fine adjustments made. Very difficult and time consuming.



To add more complexity, the timber I purchased, Nu Guinea Pine was not the right thickness nor quality. Once the job was completed and the grate was fitted, it broke under my weight. Grate, Version 1: A failure.

It was very disappointing and took a long time to get past and start over again.

Grate: Version 2

After a prolonged passage of time I dragged out the project and luckily I kept the original grates. Having just bought a belt sander I decided to see what timber the old grates were made of so as not to make the same mistake again.

Working on the square grate, I found that most of the timber was good. The top slats were worn and broken but the bottom slats were good except for some bending and cracks.



The project now changed from a replacement to a restoration project. At least for the square aft section.

The Paynesville Report

By Chris Dicker



Images:

Below: Chris's first boat a tin Canoe - Chris is on the right.

February and March are living up to their reputation of being the best two months in the southern parts of our great continent. The Paynesville Classic boat festival was blessed with just about everything. If anything the wind was a little light on Sunday for the parade of sail but rather light than breezy for an event like that. There was a comfortable crowd of spectators and participants and room for more.

Westwind participated in both the grand parade and the parade of sail and we were honoured to have some wonderful guests / crew. Most noticeable was that the crew actually did what they were asked or even acted before they were asked.....just like Gilli does.!!

Before I go any further I would like to wish everyone good luck through this trying time. We need each other more than ever. Being heroic and generous is a fine thing during fire and flood but when our own and our families survival is at stake (as it must have been in many situations during the fires) it is a whole different ball game. If we are in the supermarket in this madness and we see the last pack of 8 toilet rolls on the shelf we don't beam with Schadenfreude, we borrow a knife and cut it eight ways. If you alone survive

you will be very lonely. Make eye contact and smile, we are the human not the inhuman race

On Sunday last, Gilli stayed at home and I took Westwind for a sail. It is one thing we can still do without risk of spreading or catching anything. Perhaps I should not have been surprised that Paynesville was very quiet, our waterfront cafe closed and only one or two people walking their dogs.

We are very lucky here at Anchor Downs, we still have lots to do around the place and some offcuts and left overs to make do. Now is an opportunity to do all those things and to experience the fulfilment of improvising and being inventive. When future inhabitants of the earth dig up our remains they will note our ingenuity

Not everyone has a shed or a back yard or the inclination to build something. Why not then shape an article up for Scuttlebutt.

I had a wonderful upbringing in that I grew up on a river, our house was on a dirt road that ended at the Georges river. We were one of four houses in the street. There was no sewerage service in that whole area for many years. The 'dunny man' used to come along in the wee hours once a week(it could have been twice but I don't think so) I remember seeing his truck occasionally and the compartments he used to slide the dunny cans into. He would bring an empty replacement can and take the full one away. These were very large vessels. Far bigger than a beer keg, which is 50 litres. He must have been incredibly strong to lift this onto his shoulder and carry it out to the truck; this perhaps even opening and closing gates and kicking the odd dog. He had a kind of leather hood that came down over his shoulder. This may be a little fanciful as memories often are but I also remember seeing him with a black barret. Hence the expression 'as flat as a dunny man's hat'.

We did not have a lot of money and I am keeping up the family tradition but every Christmas the milkman, the baker, the postman and the dunny man got a pretty generous tip.

I was thinking more of our back yard, which was the normal allotted quarter acre. We might have worn that yard out, it never had a rest from our projects. We moved there in 1963 before they started dredging the Georges River for sand. The river just downstream from us had two horse-





Images:

Above: The backbone of Gumnut

Below: The finished boat on a Rover 90 chassis

shoe bends, during heavy rains it would bank up and the heaving turbulent volumes of brown water were awesome. The odd dead dog or sheep would come ballooning down in the current. Well only once was there a sheep and it must have been a pet or floated all the way from Hurlstone Agricultural College. There was also an open stormwater gully right across the road that used to run a banker and pour into the river. There was bush for miles.

For my tenth birthday I was given a 6 week old kelpie pup. There was me and the dog and the river; inseparable. There was a lot of boats built in that back yard, the first one being a tin canoe and the last being an Alan Buchanan ocean going yacht.

They say you become nostalgic as you get older ; not me, I am just thinking about old times!

Stay safe everyone, our thoughts are with you.



VALE TERRY WINTERBOTTOM

Terry and Sylvia Winterbottom were regular attendees at the RMYC Timber Boat Festival and it was there that we met them. Terry became a member of the WBANSW after meeting other members at these festivals. They owned their small yacht, Kamala, which was always on display. Although small, they had Kamala fitted out and decorated in a homely manner. It was their Sydney home.

Married for 50 years, Terry and Sylvia raised five children on a number of yachts in their life until such time that some decided to move on for a more conventional life ashore.

I have used the expression in a number of articles written for Scuttlebutt about the various festivals we have attended : " It's not just about the boats – its about the people they bring ". This expression is particularly suited to Terry and Sylvia. The nicest couple you could ever meet, always together, holding hands. Some of the real personalities you meet on the waterfront.

Terry and Sylvia lived at Coffs Harbour but kept their loved boat Kamala, on a mooring in McCarrs Creek, Pittwater. They regularly made the trip to Sydney just to spend quality time aboard. We caught up with them a number of times on the water, especially at Refuge Bay.

Sadly, Terry recently passed away leaving a great hollow in their family. All of their now adult family came together to farewell Terry as his ashes were scattered on the waters he so loved. We pass our sympathies on to Terry's wife Sylvia and their five sons and daughters.

Rob Hardy



A BOOK YOU CAN'T PUT DOWN

THE RAG TAG FLEET - BY IAN W SHAW

Reviewed By Ross Marchant

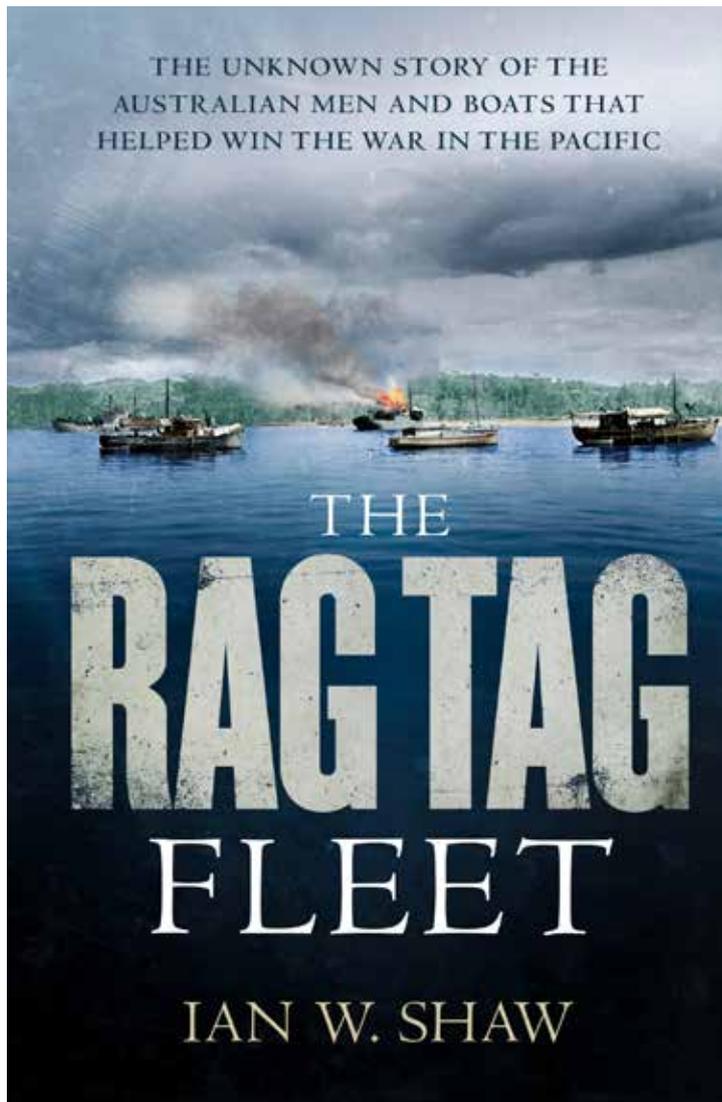
This fleet of small ships was initiated by an unlikely trio of American adventurers who sailed the South Pacific in the 1930's. At the outbreak of the Pacific campaign, Australia had no means of transporting men and equipment onto shallow beach heads or up river systems. The navy was focused on ocean warfare and the army had

been fighting Germany in a desert; definitely no landing craft required.

It was the American adventurers, Frank, Sheridan and Bruce Fahnestock, who sailed a small schooner from America to the South Pacific and Australia, managing to hit a reef on the way to New Guinea. They returned to America at the outbreak of war and, through family connections, had the ear of the President. It was their suggestion that a fleet of small ships be organised in Australia to facilitate the desperate need to move men and equipment around the Islands.

Sheridan was given authority to establish a small ships headquarters in Sydney at Walsh Bay. After talks with Sheridan and Lloyds Register in Melbourne, Jack Savage, of the boat building family, established in 1898, came on board to advise and locate suitable craft. With a team established, the task of surveying boats from 30 feet, to ships up to 200 feet, was well under way. The small ships were made ready at Walsh Bay after locating them all around Australia and New Zealand. Some were purchased others commandeered, often with the crews volunteering to sign on for the duration. The Americans, Sheridan and Bruce, went north along with the first elements of the fleet.

The fleet operated from Darwin to the Philippines supporting all engagements. As the conflict moved into 1942, Australian and American support craft began joining the war. Landing barges, torpedo boats and crash boats were all doing an invaluable job. It was the hundreds of small ships and their heroic crews that helped to stop the Japanese onslaught right from the beginning. A number of the crews were awarded commendations.



LOOKING FOR

LOOKING FOR

I am looking to buy some older Stanley screwdrivers. These are single piece screwdrivers with a wooden handle riveted to the driver tang.

Peter Widders 0481583794 President@wbansw.asn.au



LOOKING FOR

I am looking for a 15 inch 3 blade bronze propeller with a 12 inch pitch, left handed.

Member name: Karen Porth
Phone number: 0427046363

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 skiff 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 Fapan'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

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 \$40 with a picture and text. 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.

FOR SALE

Timber 14' Fisher skiff, strip planked, epoxy-based fibreglass inside and out. Built about 20 years ago by my late husband, little use, excellent condition. \$600 o.n.o. Contact Pam Bellingham: 0414 953 879 Located Woodburn far north coast NSW



FREE TO A GOOD HOME

Partly-constructed 18' ply clinker trailable launch which my late husband was building using WEST system epoxy. David Payne design (Cinema, the lines of which are taken from the original LFB 1). - Contact Pam Bellingham: **0414 953 879 Located Woodburn far north coast NSW**



FOR SALE

"Epacris" Classic 18' Clinker Harry Dundon Putt Putt
18 Foot Dundon Clinker Classic - Well maintained & sound condition - New Camp Cover & Boom Tent/Sunshade - Yanmar GM10 @ 270 Hrs. Fully Serviced - Rebuilt Cabin, Hull Re-roved 1995 by Gerry Hendry - Moored Rose Bay Sydney Call Steve Tait Ph 0414 637 675 Price \$13,800



FOR SALE

"Brit" (Short for Britannia) Handsome ½ 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



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



FOR SALE

"MELKIRDAN". 14 ft Red Cedar clinker putt putt powered by a 3hp Chapman Pup. Registered trailer included and all accessories, including sun awning, ready to launch. This vessel has provenance, built in Kiama NSW in 1934. Phone Chris 02 9819 6701. \$5,000



FOR SALE

Durden thick-nesser - 3 phase power. 350mm width bed; 2 speed feed. Spare set of 4 sharp knives. A good solid, older machine made in South Australia. \$1000 negotiable. Call Grant 0400844 716



FOR SALE

"Mixed Blessing"
Iain Oughtred Ness Yawl, Built 2004 by Chris Anstee Length 19' (5.8m), Beam 5' (1.6m) Trailer registered until Jan 2021 Price \$6,000 Located Northbridge Malcolm Boyd 0412 797 479



FOR SALE

11 Foot Solid Fibreglass Tender. Built by Muir's Boatyard Hobart as the Tender to Classic Yacht 'Patsy' 4 HP Yamaha 4AC & Watersnake SLW54/42 Electric. Lifting Slings. U/R Trailer. Canvass Cover, Lines, Fenders. 2 Buoyancy Tanks, 2 rowlock positions Located Rose Bay. Call Steve Tait 0414 637 675 \$620 ono



FOR SALE

Bracken' 1930s timber sail boat from Cairns, 20ft lod, gaff rig, as new sails, clear oregon spars, shoal draft keel, timber blocks, excellent ground tackle, Will need some repair work. In Wollongong on the hard. asking \$4000 but will consider all offers as this lovely boat needs a new caring home. Contact Stephen 0401604415



FOR SALE

1962 Griffin 'Whirlwind' 30ft LOA carvel planked and spars of Oregon on spotted gum, Mast recently coated with Coelan. V berth and settee convertible beds. Enclosed 'pump out' and 'chemical' (2) heads. very usable sails, Volvo 1B diesel 9 HP. Slipped yearly - call for full details and inclusions. Price negotiable - Ian Wallace - 0400 430 830



FOR SALE

Spotted Gum Timber Available
Member, Peter Matthews, advised at the March general meeting that a mate of his was preparing to cut some spotted gum trees on his property near Nymboida. The timber can be left as logs, or cut to the required size with a Lucas Mill. Please contact Peter Matthews if you are interested -0409428070



FOR SALE

FOR SALE - VOLVO MD2B - 1964-1967 25 hp Fully reconditioned but not run in boat. Full wiring, gauges, morse cables and single lever F/R control, Flex coupling, Stern tube, Gland. 1" shaft & prop. \$1,800. Call: Peter Mathews 0409 428 070.



FOR FREE - BOAT AND TRAILER

The boat is all timber no fibreglass sheeting and was built by someone who knew his way to make light timber sheets work together for strength.

I offer it and the trailer to you and your members for free, is currently covered and awaiting a "new" owner. The boat is complete with some spare rigging parts and tools, the sail is from Harmony sails Melbourne. Boat length is 4.520m x 1.6m beam from bow to stern not measuring the rudder. Has a pivoting centreboard and a self drainer in hull.

John Dunn
0406 494 245
Johndunn48@yahoo.com.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) 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.

Flagstaffs and Wooden Cleats

Made by George Gear, the flagstaffs are made of a variety of timbers, including Douglas Fir. Sizes vary: 74cm (29 in), 970mm (38in), 630mm (25in) long. Some are equipped with a stainless steel ferrule for mounting. The cleats are approx 21cm (8 in) in length.

Price - \$25 per flagstaff
Cleats - 2 for \$10

Postage can be organised at purchaser's cost. Collection at a general meeting can also be arranged.
Peter Widders - 0481583794
president@wbansw.asn.au

New item



Short sleeved white Polo shirt
\$32



MERCHANDISE

<ul style="list-style-type: none"> A Jacket \$75 B WBA Cap \$15 C Vest \$50 D AWB book \$20 	<ul style="list-style-type: none"> E Polo (black s/s) \$30 F Polo (white l/s) \$38 G Stubby holder \$12 H Burgee (sm/lg) ... \$20/\$25
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Are You Looking for:

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BEVERLY HILLS NSW

02 9533 5470

0412 366 998

Bote-Cote@optusnet.com.au

BoatCraftNSW.com.au

ON THE HORIZON

The Committee of the WBA has postponed the April and May General meetings.

Hugh Cross (April) and Ian Smith (May) have both offered to re-schedule their presentations at a later date.

The Committee has also suspended monthly Committee meetings and will continue their work through other means.

Stay tuned to enews and future scuttlebutt editions for more information