

Scuttlebutt

MAY 2020



A German Folkboat
sailing at a regatta in
Laboe Germany
Image Credit -Wikimedia user
VollwertBIT



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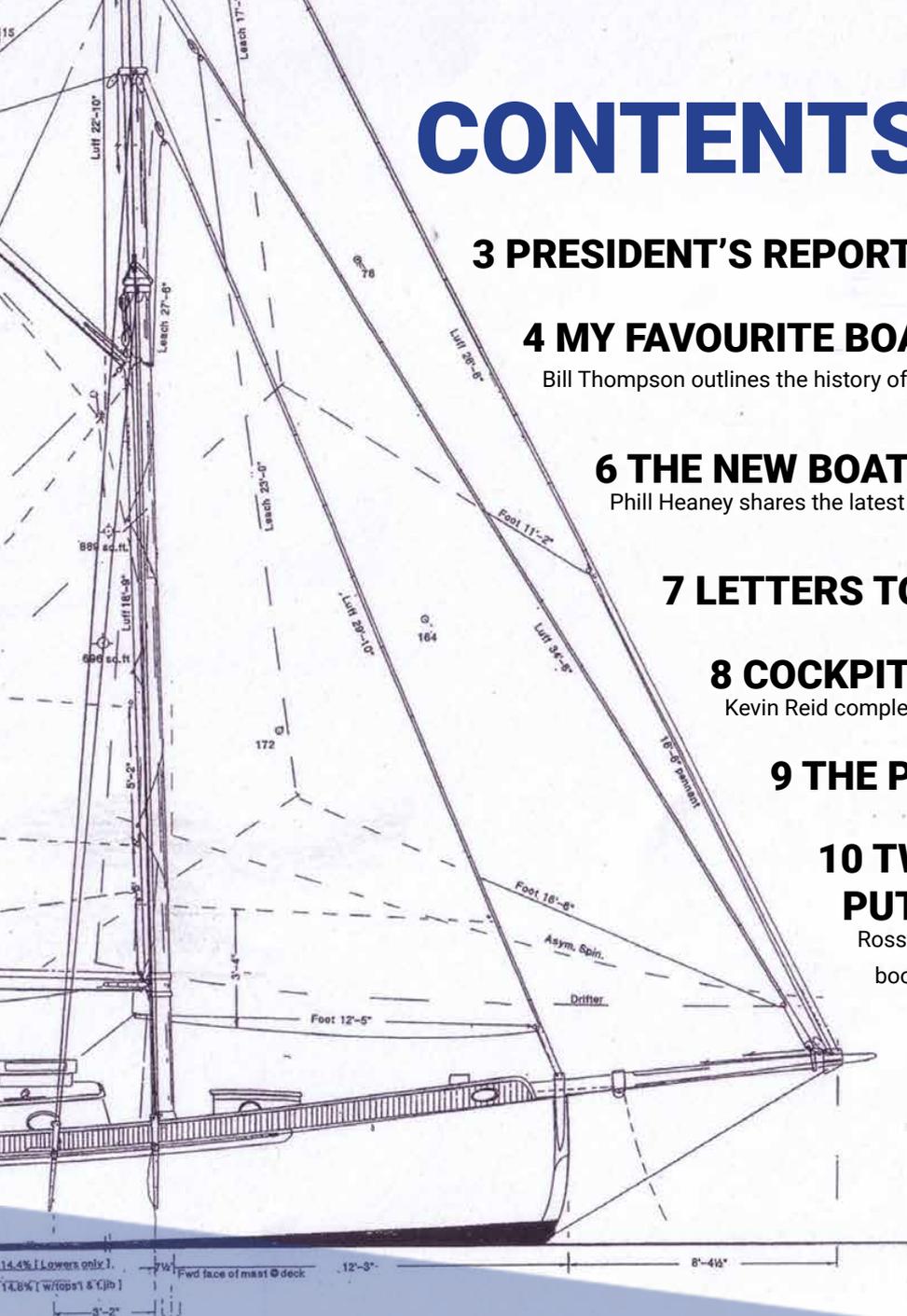
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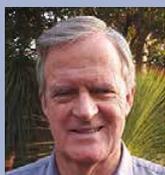
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Cover image:

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Link: https://commons.wikimedia.org/wiki/File:Folkeboot_Kiel2007.jpg#filelinks



Scale: 1/4"=1'



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PRESIDENT'S REPORT

Peter Widders
May 2020

Meetings of the WBA

It appears highly likely that the cancellation of WBA general meetings will continue well into the year. We will continue to be guided by the appropriate authorities. Advice to members will be provided on an ongoing basis.

The WBA Committee has continued its ongoing work for the association through a meeting conducted by email. This mechanism has presented its own challenges.

Scuttlebutt and E-Newsletter

Scuttlebutt will continue to be compiled and distributed to members in the normal time frames. Our contributors have continued to support our Newsletter with articles of great interest. Julie Lowes has provided a fascinating background to the boat Martindale, including wartime service and the challenges of restoration.

Please consider contributing material for Scuttlebutt. A new section makes its 'debut' in this edition: "Letters" is a wide-ranging opportunity for members to let us know about a whole range of activities and events. Send contributions to: editor@wbansw.asn.au

Similarly, the E-Newsletter is always looking for material to include to keep our membership in touch with the wider world. Send contributions to: treasurer@wbansw.asn.au

Good Service

A conversation with our postie and anecdotal evidence indicates that shopping has moved into delivery by post and courier in this time of social distancing and self-isolation. I had a recent experience of this when I needed a new bandsaw blade: an email one Wednesday morning, followed by payment over the phone saw the new blade delivered on Thursday afternoon. Great service from <http://www.henrybrossaws.com.au/>

Useful link

Thanks to Secretary, Nick Lawther, for the attached link: <https://mensshed.org/theshedonline/>.

This is a timely reminder of the power of connections during these difficult times. Let's continue to reach out to our colleagues and fellow members.



Other Publications

Afloat and Wooden Boat Magazine are 2 publications that have cancelled their most recent editions (Afloat – April edition and Wooden Boat – May/June edition). Both are available in digital form with Wooden Boat only available to subscribers. <https://www.afloat.com.au/>

Boating During Covid -19

Good sense appears to have prevailed in our state with the use of boats for "passive exercise" as well as maintenance approved. Chris Dicker bemoans the state of affairs in Victoria (Paynesville Report) where no such licence has been granted. It behoves us all to respect the guidelines for such use (no parties + social distancing) so that our boating adventures can continue. <https://www.rms.nsw.gov.au/maritime/covid-19-update.html>

I have managed a couple of sessions afloat on the Lane Cove River with a mate who also has a wooden kayak. (pic below)

A number of 'woodies' inhabit the bays along the river:

Carl Ryves' Pilot 30 sloop is a Huon Pine beauty. (bottom left)

The beautiful Sao. (bottom right)

Be Safe - Stay Calm- Keep your Distance –
Keep in Touch

President@wbansw.edu.au



MY FAVOURITE BOAT THE FOLK BOAT

By Bill Thompson

Images:

Top: Sailplan of a Nordic Folkboat. Source: https://en.wikipedia.org/wiki/Nordic_Folkboat

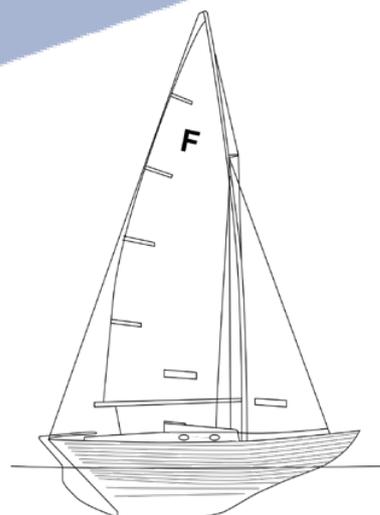
Below: Nordic Folkboat at anchor
Source: Affordable Classics 7 - The Nordic Folkboat by Steffan Meyric-Hughes <https://www.classicboat.co.uk/articles/affordable-classics-7-the-nordic-folkboat/>

My enthusiasm for the Folkboat can probably be traced back to a great picture of a Folkboat in Paul Elvstrom's book – Expert Dinghy and Keelboat Racing which was my most treasured sailing book from 1967.

In the early 70's singlehanded Folkboat sailor my Aunt Ann Gash bought a De Havilland Vagabond 12ft dinghy for which she sought some help from me. Little did I know where her enthusiastic affair with sailing would lead her.

Following this introduction to sailing Ann bought her Folkboat Ilimo which had been built by Hald and Johansen who built 16 Folkboats including Greg Dwyer's Tup and Malcolm Boyd's Athene IV. Ann Gash spoke at a WBANSW meeting on her return from her singlehanded round the world voyage. After the loss of Ilimo off Barrenjoey she sailed her replacement Stella Ilimo to San Francisco, New Zealand several times and to Fremantle.

I do recall sailing with her on Pittwater before she had the self-draining cockpit installed. I was amazed by the rusty lump of cast iron in the bilge with just a spark plug identifying this item as a potential auxiliary motor. The Stuart Turner motor was to be a constant source of trouble throughout her voyage.



Australia and the US have witnessed the greatest interest in the various Folkboat types outside of Europe and England.

Together with Hald and Johansson, Folkboats were built by Ken Beashel with the Stella variants built by Hal Venables.

Hald and Johansson and Venables used coachwood plywood clinker glued with resorcinol, copper roved and rivetted. This technique seems to have been pioneered by the classic clinker speedboats built at the time. Ken Beashel used Huon pine.

The Folkboat design process began in 1940 with a competition organised by the Scandinavian Sailing Association to develop a "people's" boat. The objective was to develop a boat which would be low cost and more comfortable than the very popular Dragon class. This resulted in 58 entries with the Association unable to





decide on a winner. The Association engaged a Swedish amateur designer Tord Sunden to amalgamate the best features of the entries to arrive at a final design. The clinker construction was a traditional Nordic approach, was lower in cost than carvel and suitable for construction in workshops of any size.

During the early 60's 30% of the 350 Folkboats built in Denmark were exported to UK, Europe and America. The first Singlehanded Transatlantic race attracted 4 entries including 2 Folkboats sailed by "the father of singlehanded sailing" HG Hasler in a junk rigged version and Valentine Howells in a standard Folkboat. Hasler's Folkboat Jester competed in several Transatlantic races. The success of the Folkboats led to a major boost in the adoption of Folkboats in many countries.

The other very popular variant of the Folkboat is the generally called the International Folkboat but more correctly called IF Boat. This version was designed by Tord Sunden in 1966. The IF Boat is a round bilge version with the same underwater lines as the Nordic Folkboat, a few hundred kg heavier, and with a slightly larger foresail than the Nordic Folkboat. Approximately 4000 IF Boats have been built surpassing the extremely popular Nordic Folkboat.

In Australia Dulmison Power took out a licence from Marieholm in Sweden to produce the IF Boat producing around 200 boats in the 80's. For the purist the Nordic Folkboat uses either no motor or at the most a rather ungainly outboard perched on a bracket over the transom. This remains the configuration adopted by racing fleets on the Solent, throughout Europe and the large fleet on San Francisco Bay.

A further variant of the Folkboat is the British

Folkboat which allows the use of an inboard engine and has a slightly larger sail area than the Nordic Folkboat. The wooden Folkboats built in Australia also had inboard engines and a larger sail area than the Nordic configuration. The Dulmison IF Boats either had an outboard mounted in a well in the lazarette or an inboard engine.

The Folkboat has endearing qualities which are the basis of the success of this class and its derivatives. For me it's just exactly the right size. Single handed, racing with 2 or 3 all up, cruising with 4, it's quite suitable in all cases. Its also very simple. 3 winches, all controls led aft and no need to reef up to around 20-24 knots. Its also very safe. The long keel with stern hung rudder, 50% ballast ratio makes for very predictable behaviour. It doesn't round up, in fact seems better balanced with a bit of heel compared with other beamy fin keeled boats to leeward which seem to provide a constant threat of an invasive pirouette in a strong breeze. Its quite common for the boats to spend some time perched in backyards for the purposes of rendering the care and attention that a good boat deserves. I use a beefed up car trailer to move my 2200kg International Folkboat around. In 2014 I embarked on the construction of a Nordic Folkboat which is now nearing completion. It is built in the traditional way with roved and rivetted NZ kauri planks on celery top pine ribs. This boat has an electric inboard engine and lithium ion batteries.

My son and I race my International Folkboat Ronja regularly with Sydney Amateurs where we currently have 3 active Folkboats. There's a couple racing at RSY and at RANSA, one at GFS and one at Woody Point on Pittwater. Between Sydney Harbour, Pittwater and Botany Bay there are around 20 Folkboats including Stellas which I have so far identified as active.

Images:

Top: The first IF-boat named Goal designed by Tord Sunden in 1966. Goal belongs to the collections of The Maritime Museum Sjöhistoriska (part of the Swedish National Maritime Museums).

Source: Wikimedia - Photo by Sinikka Halme

THE NEW BOAT PART VII

By Phil Heaney

Time passes and now we find ourselves in the middle of a deadly virus to many older citizens and a financial disaster to many others. Isolation and working from home are nothing new to us, so work has continued on the new boat as usual. With the planking sanded, faired and sealed, attention has turned to the inside. The moulds were removed and the extra ribs were installed. This was a simple job. The glued laminated ribs were set in position using roofing screws from the inside (I allowed these screws to go through to the outside for later fastening) and once the glue had set the ribs were removed dressed and sealed. The process was repeated this time gluing them into the hull. With the screws removed I was then able to drill from the outside and install the treenails, finishing the job.

The next job was perhaps the worst job so far, sanding the inside. This is where I needed a spider man suit, because with nothing in the hull it was a slippery, sliding job but, eventually I got there, and the inside received two coats of resin sealing all the planking. Next job was the floors, these

structural members which tie the boat together along the keel. I used Oregon as I wanted to be able to glue them in position as well as using fastenings. Once shaped, I glued them in position using roofing screws from the outside, these were later taken out and drilled out to take 12mm Tassie Oak treenails, three on each side. The centre is through fastened to the keel using 16mm copper bolts, and finally a 10mm bolt each side through the planking. The floors average 300mm deep and 50mm wide.

Installing the stringers was the next job. These are also a structural member giving longitudinal strength to the hull. I laminated two pieces of





100mm by 16 mm giving a finished size of 100 by 32mm, some areas at the stern required four laminations to take the twist and curve in that area. Being laminated all the joints were well staggered forming one continuous length. Aside from being glued, they are fastened on each rib with copper rivets. The beam shelf was next. This has quite a bit of edge set and bend, especially around the stern. Steaming was out of the question so laminating was the only way to go. In the midship sections and at the bow I used four pieces of 50mm by 25mm, but at the stern I had to use 50mm by 12mm pieces eight each side, all up 42 separate pieces went into the shelf. It took some time as with all the clamps I own I could only fit four pieces each day. The result looks great and is very strong, finishing 100mm by 50mm. The shelf is also riveted on every rib with heavy gauge copper. The stringer and shelf are joined at the bow and stern with Brest hooks fastened with copper bolts. The Engine beds went in, these are 150mm by 95mm Black Butt, spanning three Floors, it was necessary to move the Engine half a metre for-

ward then was planned as the hull narrowed to much to allow the engine beds to retain enough strength. I am quite happy with this as it also gives more room around the engine for maintenance needs in the future.

At this point of time I am installing the grounds for the bulkheads. These are fashioned from 50mm Oregon. I treat these as structural members so they are quite substantial. The deck beams are also going in. The forward deck beams (which are full length) are in, and once the carlings are installed all the half beams will go in.

I now have the stern gear, so we can bore the propeller shaft and shape the propeller aperture. It is a shame that the Museum's Wooden Boat Show was cancelled. We could have met up with old friends, but the main thing is to stay safe, so we can meet again.

Phil Heaney Shipwright.

LETTERS TO THE EDITOR

Welcome to a new section of Scuttlebutt which aims to provide a forum for members to comment, entertain, advise and inform of events and happenings out there in the big wide world of wooden boats and associated endeavours. Please drop a line to the Editor with your quirky tales, interesting happenings and other 'stuff' including requests or ideas for articles in Scuttlebutt.

This new section is also an ideal forum for our 'Ask Someone Who Knows'.

All contributions to:
editor@wbansw.asn.au

The Editor reserves the right to edit/decline letters submitted for publication.

The Secretary
WBA of NSW Inc

Hello Nick

I received my magazine a few days ago. I put it out on the table to read when I next had a chance.

Unfortunately my cat ripped and chewed it up to a state that it is impossible to read.

It is the most valuable information I read!!

Could I please have an electronic copy of it sent to this email address.

Thank you

Cheers from
Maurice Cowan



COCKPIT GRATE PROJECT PART TWO

By Kevin Reid



The Survey

The first step in restoring any wood project would be to estimate the defects and what can be done to fix them.

Firstly the top slats of both units were not usable as most were broken or worn too much. The bottom slats were in much better condition because they were thicker thus stronger. Some were bent and others had cracks that had developed over the fifty years of use. The pictures below show how some slats were bent and even the frame showed some distortion as well. Note these were not from my first replacement attempt but the original grate that was over fifty years old. I just sanded them back and they looked good enough to use again.



The Restoration

The wood was good enough to use again and the first obstacle was to sand it all back and clear the hardened glue from the grooves in the slats. The glue can be seen in the two photos below. It was very brittle and crystalline and contributed to the failure of the grate as it no longer served to hold the slats together. The right photo shows a slot after few scrapes from a chisel to reveal the wood below.

you're in luck. If not, you have to see that the distance between the entry and exit of grains across your piece of timber cannot be less than 1 inch (25mm) If it is like the picture, then don't try to bend it.



Straightening The Bent Timber

It seems that wood can be easily bent using a steam box. There are several very good videos on YouTube that will explain this better than me so I won't cover this activity except to pass on one point that was not covered by most.

I discovered there was little mention of the grain in the timber to be bent and its importance. If you have a piece of timber that has straight parallel grain along the length of timber, then

To Do

The task ahead of me is to finish cleaning up the timber and straighten the parts that need it and then fix the cracks and separations.

The Paynesville Report

By Chris Dicker



This is more an observation than a complaint. Whilst our boating friends in Queensland, NSW and South Australia are gallivanting around in their boats us new (and old) Victorians are forbidden to go out on the water unless it is absolutely essential or work related. This also applies to a visit to the rubbish tip. On two consecutive days last week I unwittingly broke the law and risked a \$1,630 fine. If it is not essential don't do it. How can I tell that to Westwind. "I cant row out to visit you this week let alone take you for a sail, it is just too risky".

A week later and I have now become an habitual law breaker, a danger to society and someone to be avoided at moderate costs. Today I actually cast off the mooring line and went for a 5 minute spin at high revs to throw off any barnacles attached to the newly painted propeller. All this with a guilty look over my shoulder to see if alarm bells had been triggered in the sheriffs office. I would hate to think of the barnacles growing on the sails.

So lucky are we to have plenty to do and room to do it at the Downs. There are rumours 'they' may relax the restrictions after this weekend. I must admit I do not miss the infernal jet skies or the horrible stern down fuel sucking stink boats that ply this otherwise beautiful waterway. Luckily there are many people here that do appreciate the finer hull, more easily driven by sail or smaller engine. A modern 40 foot Maratimo motor boat can use 200 litres of fuel per hour at 25 knots. You could immerse yourself fully in a 200 litre drum of fuel with room to spare. I don't

advise it, very bad for the skin.

Well that's enough of my obsessive grumbling. I don't like noisy Harley Davidson motorcycles either. You see it is never enough for obsessives. To have a motorcycle make more noise than a truck and apparently legally and to have that noise 'patented' by the company who makes the things is beyond me. "Harley Davidson is not just a motorcycle, it is a way of life". That is one of their advertising spiels. We are doomed.

No more winging I promise, and apologies to any people I may have offended.

We have had a run of sublime weather though a little dry. When I lived on Thursday Island in the Torres Straits I had to fly down to Weipa once to pick some mail and a parcel up. Nothing illegal! I caught a taxi from the airstrip to the post office (a brand new Leyland P76) with a female driver. It was about May or June and except for the 25 knot trade wind, every day was sublime. I got in the taxi and said, "A glorious day!" The driver answered, "If I hear that one more time I will scream."

You don't know you live in paradise unless you have something to compare it with. We are looking forward to spending our first winter in the new house. These beautiful days are somehow a precious gift. Every day is.

Thinking of you all

Chris and Gilli



TWO BOOKS YOU CAN'T PUT DOWN

"44 DAYS" by Michael Veitch

Reviewed By Ross Marchant

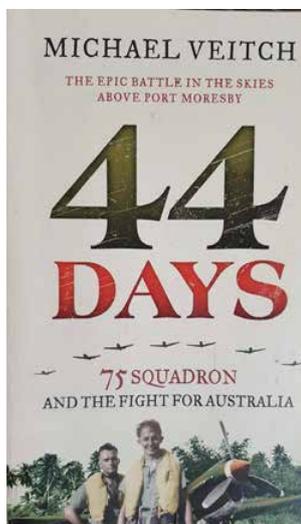
This book is Australia's condensed version of the Battle of Britain fought over Port Moresby in New Guinea. The defenders being the RAAF's 75 Squadron made up of 18 American Kitty Hawk fighter planes and 28 pilots with very little combat experience. Those with experience from the North African campaign never faced Japan's Mitsubishi Zero, a plane with exceptional speed and agility. The protagonists being Japan's Air Force, based on the north coast of New Guinea and within an hours flying time from Port Moresby.

Japan decided Port Moresby would be the jumping off point to invade Australia. The book details how unprepared Australia was to face the Japanese threat both militarily and politically. The only fighter aircraft available at the time was the Australian built and American designed Wirraway which was inadequate in every respect. Having only seven planes available they were all sent to defend Singapore, regrettably all were lost. It was believed that the fortress Singapore would hold back Japan's aggression in the South Pacific. The relentless bombing of Port Moresby began on the 22nd February, 1942 along with 75 Squadron's base at the Seven Mile Airfield. The only anti-aircraft battery available could not reach the flying height of the Japanese bombers. With no effective air defence Port Moresby Harbour was attacked at will.

Finally in late February 1942, 18 of the 700 Kitty Hawks ordered from America arrived at Bankstown Aerodrome and then dispatched to Townsville. With 28 pilots and 186 ground crew the squadron was dispatched to Port Moresby's Seven Mile airstrip. The time to take the fight to the enemy had arrived. In a short and brutal attack, the Japanese bombardment was blunted at a terrible cost to 75 squadron. Only three Kitty Hawks survived with so many men killed.

Finally after 44 days the Americans relieved the 75 Squadron after having lost their remarkable leader John Jackson, who was shot down and killed in the last engagement at Port Moresby.

This was an engagement of heroic proportion that stopped the Japanese gaining a stepping stone into Australia. This really is "a book you can't put down", highlighting just how so many, owe so much, to so few.



Australia -The Hard Way" by David Pyle

Reprinted by Lodestar Books

Reviewed By Dick Bedell

Released in 1972 it is an account of his journey halfway round the world with companion Dave Derrick.

What is it that draws us to a book about a young man with a dream to sail from England to Australia in an 18ft open boat way back in 1969?

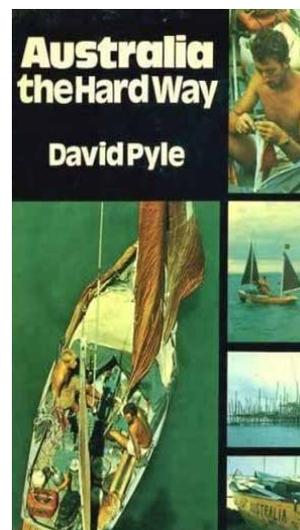
Is it that we have made the journey by different means and that creates a link with them. Do we dream about pushing ourselves to the limit in one form or another and admire those that have. Are we armchair sailors who dream a lot. Is it a case of the young not knowing it can't be done (older folk know that) and yet they found a way.

They transport the boat overland in places but is that any less meaningful than going through the Suez canal when you think about it. It's a short cut.

This is a fascinating story, as much about their determination and sailing ability as the description of the places they visit, which are interesting in their own right. The stories of their encounters along the way make you aware that it was a different world back then.

So how do you rate it? Will it go with you to the nursing home? It's on the bookshelf for now.

Dick Bedell
Batemans Bay.



LOOKING FOR

LOOKING FOR

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

Member name: Karen Portch
Phone number: 0427046363

LOOKING FOR 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 Flapan's online register of boats has one built by Vic Hoyle in Jervis Bay in 1949, but that is the only listing for Vic Hoyle. Can you help?

Much appreciated,
Michael Sutton 0411 264 786
president@jbmm.asn.au

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



FOR SALE

Binnaburra, 1984 33' cold moulded yacht. Lidgard design. Owned for 31 years. Yanmar 15hp in good condition. Hull in excellent condition, cabin in good condition. Electric fridge, gas stove and BBQ, head with holding tank, shower. Needs a new furling headsail and re rigging to bring her up to pristine condition. - \$39,000. Moored Pittwater.
Wendy Murray 0406 536 768 for full inventory and photos.



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 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



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



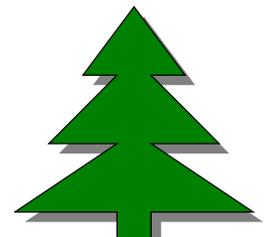
FOR SALE

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 Matthews 0409 428 070.



FOR FREE - BOAT AND TRAILER

The boat is all timber no fiberglass 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.

Flagstuffs and Wooden Cleats

Made by George Gear, the flagstuffs 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 -

Flagstaff - \$25 each

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





MERCHANDISE

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