



SCUTTLEBUTT

AUGUST 2022



Open for maintenance, the 70 HP Gardiner Diesel from John Bartlett's "Amigo" - see more on page 8

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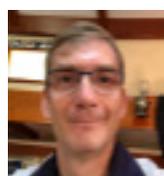
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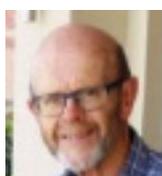
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PRESIDENT'S REPORT

President's Report

August 2022

This Month in Scuttlebutt

Another eclectic mix of articles feature in the August issue. Thanks to our 'correspondents' once again as well as a welcome to a couple of new contributors.

The September General meeting will include the first quarterly draw of contributors to Scuttlebutt with the winner to receive a \$50 voucher.

July General Meeting

Thanks to our Secretary, Bill Thompson for another informative talk at the July General Meeting. 'Electric Motors in Boats' was an overview of Bill's installation in his Folkboat, Isabella. It was good to see a number of WBA Members who made their first visit to a General Meeting for Bill's talk. At least one other WBA Member has an electric motor installation underway; with a few others in the 'investigation' phase.

As with matters relating to Wooden Boats – please keep us informed of progress and outcomes: Scuttlebutt needs You!

Mistral II Visit

A quick trip to Hobart recently enabled us to visit the Mistral II project on Constitution Dock. We have had a 40 year 'passing acquaintance' with Mistral I since 1980 when the Alden Schooner was moored on the Parramatta River at Hunters Hill: it was always hard to ignore such a fine design. It was great to visit and have a look over the project. A report on the visit and some progress updates will appear in an issue of Scuttlebutt later this year.

Mistral II will celebrate 100 years since launching in September, 1922 at Watty Ford's yard in Berrys Bay. WBA Members have been invited to the event (See 'On The Horizon').

August General Meeting

WBA Member, Mark Pearse, will be our Guest Speaker for the August 9 General meeting at Dundas Sports Club. Mark has made a number of exquisite models and will talk about the process he uses for building the models.

WBA Classifieds

1. Former WBA member, Christopher Murman, passed away unexpectedly in June 2021. The WBA has been contacted by a friend in connection with selling his tools to support his widow. The **extensive collection of tools** is listed in Classifieds in this issue of Scuttlebutt. Additional information about the tools can be obtained by contacting the President (See email in Advert)

2. A WBA Member has kindly donated **40 issues of Cruising World magazine** which are available for a small donation to the WBA. See advert for details.

Winter ProjectsSummer is Coming !

It is that time of the year when our thoughts turn towards a project or two that are needed before the warmer times ahead can be enjoyed. The Martindale Team have shared with us this month the story of the making of awnings for sun protection on the vast expanses of varnish on the boat. One of my projects recently has been to replace a piece of broken rail capping that resulted from a bump from a neighbouring boat at low tide. The fix also included a slight adjustment of our mooring block by our very capable mooring contractor.

Let us all know what you have been up to in the winter months: words and photos or just photos would be appreciated.

Excellent Service

The mention of the excellent service provided by our mooring contractor (Octopus Marine) has jogged the memory to include another piece of excellent service I experienced earlier this year.

An order from Boat Books was mixed up but promptly replaced with the correct item at no cost: greatly appreciated.

Please share with Members your story of excellent service so that we can pass on well-deserved recommendations.

WBA YearBook 2022

Members will shortly receive the **2022 WBA YearBook** via email as a PDF document. As in 2012, Members who wish to receive a hard copy of the YearBook can do so by contacting the Membership Secretary, Ross Andrewartha.

We look forward to welcoming Members and Guests to our August 9 General Meeting.

Peter Widders



Raffle Winners – July General Meeting

'Team Martindale' cleaned up in the July Raffle.

Ralph Pickering is shown 'holding' the 4 L tin of Norglass Varnish kindly donated by Brett Mould (Norglass Paints); Steve Lowes has the Bote Cote Kit kindly donated by Dave Giddings (BoatCraftNSW); Peter Widders- President; Bill Thompson (with WBA Speaker's gift of a WBA cap) rounds out our photo.



BONITO

By Fernando Esteban

I've always had an interest in wooden boats and in particular day cruisers.

In March 2019 an advertisement appeared in AFloat magazine for a day cruiser which I immediately fell in love with (as well as my wife thankfully) and we soon took possession of her.

It wasn't until I started to research her history that I found that she was registered on the Australian Register of Historic Vessels at the Australian National Maritime Museum. As I enjoy researching all things historical, I was pleasantly surprised that the early owners were prominent men of Sydney in the early 20th century. The first owner, Alfred Spain, was an accomplished architect, President of the Royal Zoological Society and was involved in designing and location of Taronga Zoo. Another owner, Robert Massie, was a decorated WW1 veteran and a successful businessman as well as a renowned cricketer. War injuries to his shoulder and foot halted his sporting career (including playing cricket for NSW and a possible call up for the national team).

I have been searching the webpages to see if there are any old photographs of her but so far have come up with no results. If anyone out there has any photos or any recent history of Bonito I would be very interested in hearing from them. I can be contacted onf.p.esteban57@gmail.com.

Bonito, at 6.08 tonnes, is a day cruiser that started off as a ketch. She was built in Berrys Bay by W M Ford boatbuilders in 1925 and is carvel planked with spotted gum ribs and copper sheathed hull. In the early 1930s she was converted to a day cruiser with the addition of a wheelhouse. Her dimensions are LOA 9.4 m; Beam 2.5m and Draft of 0.8m.

She has a Volvo Penta 61hp 4 cylinder marine diesel engine which I think must be at least 10 -15 years old but is still in good condition. Maximum speed is approximately 7 – 8 knots.

Although I received a generally favourable survey report I soon found that there was some work that needed to be done on her structure. This work was carried out in late 2019, early 2020 and mid 2021 with the experienced boat repairers from Castlecrag

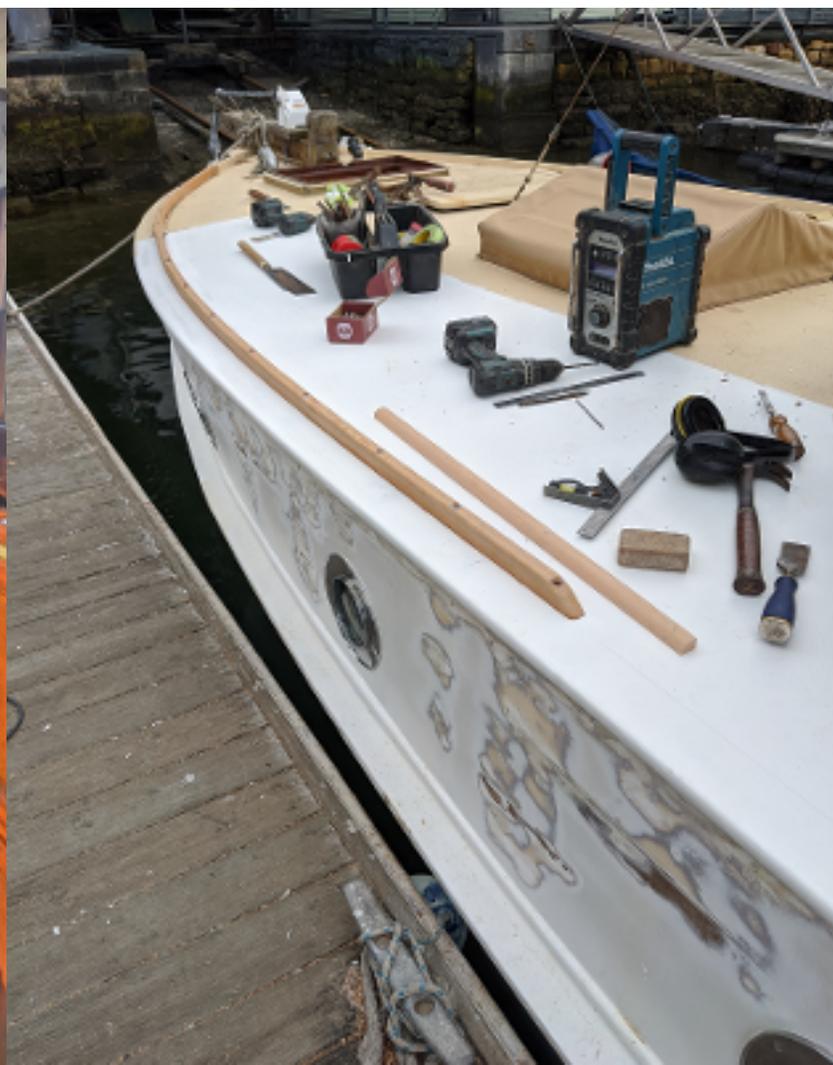
Bonito on the day we picked her up from Snails Bay in Balmain.



Work starting on her at Castlecrag Marina



Marina undertaking the work on her. As is the case, when you start one repair a few more issues were found and planking as well as the ribs on the mid-section of the port and starboard sides needed to be cut out due to rot. Once completed, work on the cabin top as well as some further work on her starboard side planks and rib, also needed to be undertaken but due to Covid and the wet weather repair work has been put on hold. Hopefully major work will start again in the very near future. In the meantime, I have started to sand and re-varnish the woodwork. I will be starting on re-varnishing the outer cabin and replace or repair some of the internal wood cabinetry which I am told is original to the 1930's work done on her. I have already cut out some wood rot and repaired her mast/flagpole. There is still much to do on her as she was left alone for some time with little care and attention which is sad to see on such a beautiful old lady.



MAKING COVERS FOR MARTINDALE

By Julie Lowes

It was decided that rather than having covers made for Martindale we would make them ourselves. Ralph had the industrial sewing machine, Julie knew how to sew – clothes not canvas.

We already had covers for the hatches, but the wheelhouse needed protection. The first step was to measure the wheelhouse and prepare a design. Some of the questions we had –

- How do we join the pieces, Velcro or zips?
- How many pieces? Do we have one large panel either side or a top section covering the windows and a separate bottom section. We knew we wanted the doors as separate pieces.
- What about the covers at the front of the wheelhouse around the rope lockers? How would we do that?

We chose Velcro as it was more forgiving than zips – although it may have to be replaced at some time. We decided that each of the wheelhouse sides was to be in 2 parts – one covering the windows and a lower section



covering the wall below. That way we could just remove the window covers when we are there working.

A large roll of Sunbrella was purchased as well as fasteners and thread. Ralph already had a cutting tool.

We made the top sections for the side windows. We used Sailrite Pull-It-Up fasteners along the top edge. They are very easy to use – much easier than the usual press studs. However, they do have a long shaft so aren't suitable to be used where people may bump into them. Lower down we will use Sailrite's Lift-The-Dot press studs as they have a lower profile.

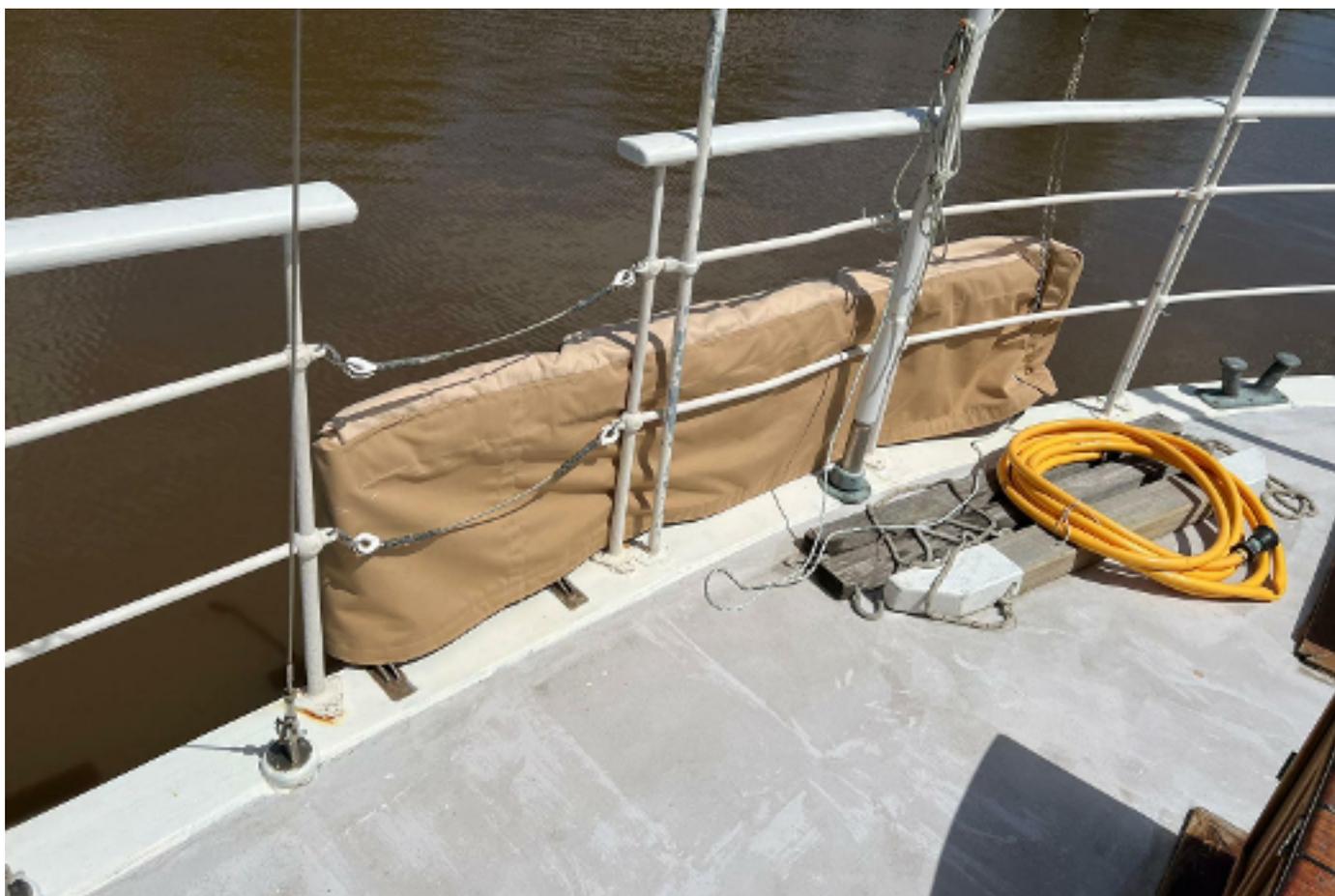
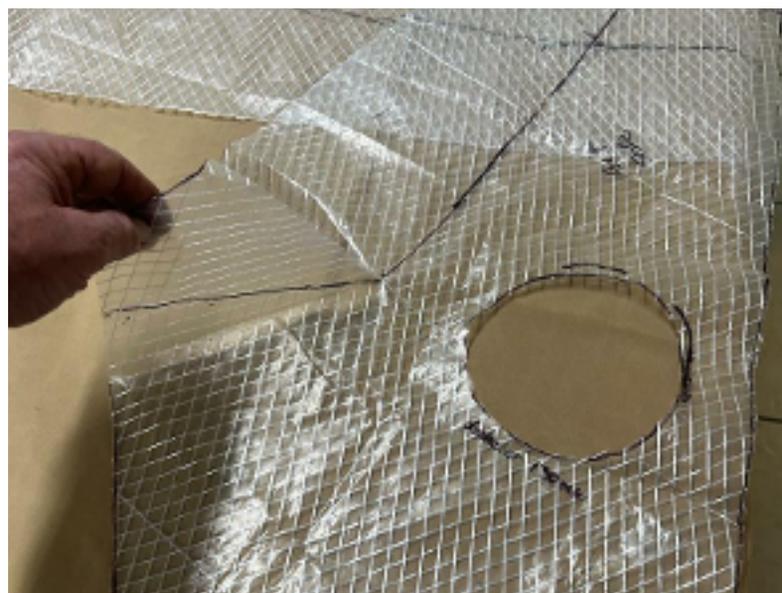
Before continuing with the rest of the wheelhouse covers, we made a cover for the Mediterranean Steps as they had been recently varnished and we wanted to protect them.

Some waterproof fabric was purchased and a design drawn up. The waterproof fabric will also be used along the bottom of the walls at the deck.

The cover for the Mediterranean steps is complete and we've started on the side wall covers below the windows.

We've learnt a few things along the way. Using the longest stitch length helps prevent puckering. Using double-sided basting tape makes sewing much easier. Instead of a double fold hem with seatbelt webbing we now use one fold and the webbing.

It's still a work in progress and there will be many more things to learn. The next challenge will be making the covers to fit the rope lockers. We have a pattern, but it will still be a challenge.





AMIGO

By John Bartlett

After I retired from my trade as a fitter and carpenter I was keen for a retirement project. I've always had an interest in boats, having grown up in Essex on the South East coast of England, an area of rivers and estuaries, where I served my apprenticeship in a shop with twelve tradesmen, three of whom were ships' joiners. I learnt a lot from these men. I emigrated to Australia in 1968, and have lived in Merimbula for the last 50 years.

Over this period I've always been a keen fisherman; sport and game fishing from a centre console tinny and a 25' Bertram, but I always had my eye out for a displacement boat, having fished with professionals out of Bermagui and Merimbula. I wanted something from which I could go sport fishing around my local area, going as far as Bermagui in the North and Green Cape to the South, and out to the 100 fathom line, weather permitting. I had my eye on "Amigo" for some time as she was moored in Merimbula all her life. I knew that from 2007 to 2019 her maintenance had been neglected as her original owners had passed away, but I bought her in 2020.

"Amigo" was built in 1968 by Dave Griffin Boat Builders in Newport, NSW, to a commission from the Maslin family, sheep graziers on the Monaro at Bombala, for a "Classic Cruiser" 9.75m x 3.2m drawing 1m, and powered by a 4LW Gardiner diesel of 70 hp. The main structural timbers, engine mounts and planking to the waterline are in spotted gum while above the waterline she is planked with Oregon with a glassed plywood deck. She has a fuel capacity of 360 litres in two 180 litre tanks. The original rack and pinion steering had been replaced at some time with an hydraulic set-up, and she has auto pilot and a course plotter. I had her surveyed before purchase which showed no major structural issues, perhaps a testament to her builders and the timbers used.

My first job was to have the engine and gearbox serviced. A log had been kept showing 7000 hours running, and Mainline Diesel in Brisbane, Gardiner specialists, assured me that if the services are kept up, that this number of hours was not an issue. Mainline have been most helpful in many ways, for example being able to supply manuals on the engine and gearbox and the appropriate spares, and she now runs reliably.

My major structural work was to replace the



cockpit floor, originally white beech and now well worn. On pulling up the floor we found some of the floor beams needed replacing, for which we used very old and dry spotted gum, and replaced the cockpit flooring with celerytop pine. This is not a veneer but timbers 30mm thick and 50mm wide, screwed in place, with a dovetail-style rebate for the Sikaflex caulking which prevents it from lifting out. This arrangement has worked well.

I fitted a new engine box, sandwiching soundproofing between its plywood formers. I made a celerytop lid for the box with spotted gum edging, sourcing the pine from Britons Timbers in Tassie; it was first class (and expensive: what isn't?) and lovely to work. The old galley floor was next, being vinyl over plywood and well worn; here we used a 12mm veneer of celery to match the cockpit floor over the original ply. Calling on my trade skills, I replaced the galley cupboard tops (originally plywood and Laminex) with solid Sydney blue gum timber, satin finished, and it now similar in colour to the existing timber used on the v-berths, helm station and cupboards. Our next project is to renew the wiring as the old fuse board is the original.

Recent trips have shown that 1500 rpm is the sweet spot for travelling and trolling lures, (about 5 knots?). Maximum rpm are 1700, but there is no point pushing this hard. I've found that prop must be kept very clean from weed and barnacles as they slow performance greatly.

Owning an old timber boat is a labour of love and I've found this project most gratifying. I'm very pleased with the results, and my carpentry and joinery skill have stood me in good stead. I find that even after a lifetime of working in timber, I'm still learning.





ERIC'S NEW BOAT - PART 1

By Eric Simes

For those who don't know me, I live on the South Coast, near Batemans Bay and am fortunate to have a group of good friends who all share a common passion of building wooden boats. We explore the waterways from Nowra to Paynesville and I have towed my boats to Hobart on a number of occasions.

When I was in high school some 60 or more years ago the Careers Advisor asked what I wanted to do with myself. I replied that I wanted to build boats or be a Naval Architect. The reply was that I would not make any money that way and that my maths needed improving for the second option. How right he was. But just to have the last say, I built my first boat, a Boden 13ft runabout when I was 18 and although I found a different career path, I have not lost the passion.

So, here we are, many years later and our good President Peter has asked for some words on my latest effort.

I thought that I had built thirteen boats, and although not terribly superstitious, I decided to build just one more.

My last boat, a 13' 6" Gartside designed double ended launch which he called "Loopen" was cold moulded and glassed to the waterline. I called my version "Epyllion" which is Greek for "miniature epic". The epic bit was building the fat canoe stern. She has since been sold to a gentleman in Hobart who now enjoys the cold waters of d'Entrecasteau Channel in Tasmania.

I still have my 21 ft raised deck half cabin, 1960's style launch which I now feel is getting a little large for my needs.

Although a bit out of practice I reasoned that I should go for something a little smaller and easier to launch and recover and require a less thirsty tow vehicle. I considered various Gartside sailing designs and considered local ramp conditions and the time taken for 10

rigging and the reverse at the end of the day when you are cold and wet and just want a hot shower, a change of gear and a glass of red.

So, I opted for another power boat, electric this time, I thought until I found out about costs and batteries weights. While it seems reasonable to potter around at 3 knots all day with a reasonable battery, the problem seems, to me, to be when you have to stem a 3-4 knot current against you. This is common enough at Narooma. When I go cruising with the local lads, we like to do about 5 knots and this does suck a battery dry.

While I've not totally given up on electric power, I have allowed for a 10 hp diesel to fit the hull.

As I have designed or modified designs of the last few boats that I've



built I decided to have another go and do an open launch about 16-18 foot. I usually try to do things that I've not done before so I've gone for a fully built down keel, so that I can learn how to loft and build it. I wanted a clean, but curved and sloping transom, a reasonable amount of sheer, plumb stem and a fine entry with a clean run aft.

The hull has been set up on 200 mm x 6.0 metre long, floor joists as a strongback spaced 1.2metre apart. I then extended framing up to support the "Harpin" on which the hull is framed. For those not familiar with this method of construction, a Harpin is essentially a continuous shelf set at the sheer and fixed at the correct angle to accommodate the deck camber. One thing it guarantees is that you have a symmetrical boat. The other thing to watch is at the stem to ensure that the harpin is flat right at the stem otherwise you will get a bump in the deck. This I discovered in my last boat "Epyllion" which needed some correction around the short aft deck.

My harpin is 2 layers of 1/2" Hoop Pine ply x 100 mm wide from Austral in Brisbane. The joints are staggered and all parts epoxy glued and bronze screwed. Temporary pine mould frames were fixed on top. All ribs and stem parts are steamed and laminated Silver Ash (*Flindersia* species) as are keel stern post and horn timber. The transom is 2 layers of 6mm Hoop Pine ply and 1 layer of Huon Pine formed over a temporary mould. Frames 2 and 9 are of 9mm Hoop Pine ply.

The top plank is King Billy pine with a Silver Ash cove line separating it from the Huon Pine planking. The carvel planking is 14mm thick and will be clear finished in Wests epoxy 207 and a light fibreglass. (That's if all goes to plan).



I managed to buy, at great expense, some Huon pine for planking. The slabs are 4.7 metres long and only require 1 scarph per plank. The King Billy pine came out of a supply I managed to buy about 20 years ago.

Now I might just have enough good stuff left to get off this number 13 boat and start number 14. Who knows?

The next update may take some time, please be patient.

Regards Eric

A BOOK YOU CAN'T PUT DOWN

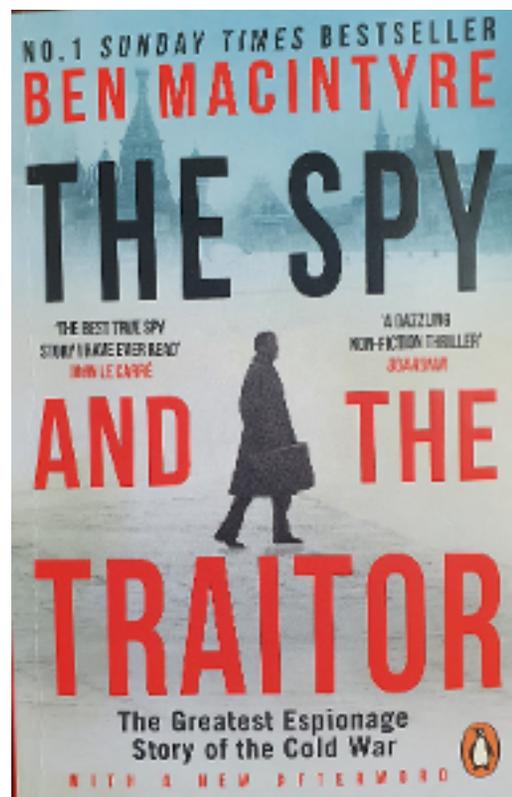
By Ross Marchant

The Spy and The Traitor –by Ben Macintyre

This book has no wooden boats or any type of boat in it. It was recommended by a boating friend who is an avid reader. I decided to do a review on this because of the current war between Russia and Ukraine. Spy novels are not of interest to me to read but my friend insisted it was worth the read. He was right! The time period was leading up to the collapse of the USSR and hence Ukraine's separation from the Soviet Satellite State.

The Russian spy Gordievsky was born into a KGB family and followed in his father's profession. It was his postings to KGB offices in the UK and Denmark which exposed him to the western culture including music and lifestyles which made him question the Soviet doctrine. He was married to a woman who was more dedicated to the Soviet cause than to their marriage. Hence as he drifted away from the Soviet way of living the marriage broke down, so they divorced. Years later with a new wife

and family, he was given a posting to London. This for him was a dream come true. He was now able to focus on his connection with the British Secret Service and how he could help supply high grade intelligence to the British. Margaret Thatcher was Prime Minister and the demise on the old USSR was beginning. The intelligence Gordievsky supplied to Britain also went on to USA. This intelligence at the highest level was pivotal in the final collapse of USSR. Towards the last years of his spying, he was recalled from London to Moscow. His fear was that his work had been uncovered, but not so. For three years the British spy network had worked to set up an elaborate escape network to get him out of USSR. Finally, he was able cross the border to Finland with the help of a young couple with a baby in their car. He was able to escape from the KGB. In the end when Gordievsky was safe in London he was joined by his daughter but noth his wife. He was given a new identity to protect him from any repercussions of his past life. An engrossing read for anyone.



THE PAYNESVILLE REPORT

By Chris Dicker

Things have settled down from a very mild summer to a fairly mild winter in the Victorian Riviera. The Autumn in between was what heaven will be like when we all go there. We did have some early frosts and even some ice on the bird baths but mornings like that are nearly always followed by a bright day.

The algal bloom on the lake seems to be clearing away though not before it was seen as far east as Marlo, where the Snowy river enters the sea. I am no climate change denier, it is obvious that humans (especially white humans) are raping and destroying the Earth but the algal bloom is possibly one of nature's unfortunate occurrences, no doubt exacerbated by us.

Well what can we do?

Go slower and use less fuel? go sailing and use no fuel? We were sailing along on a reach the other day and thought we were doing well when a dinghy flashed silently past us doing three or four times our speed and pointing unbelievably close to the wind. It was up on foils and the 'sailor' gave us a dirty look rather than a friendly wave. He was not wearing Lycra but the equivalent in wet suit and attitude. We seem bent on speed.

Our total average for all our sailing on Westwind has been 4.8 knots, which I think is pretty good. We have read many books while at sea and have never worn a crash helmet.

So good to see there is a healthy interest in timber amongst our association members.

I have not had such a wide range of experience but will throw my two bobs worth in. At the moment I am working with spotted gum, laminating some ribs for Rosherville. I cannot speak highly enough of this timber for it's shear strength and malleability when steamed. It can grow to maturity in 30 years and will keep growing for as long as 500 years. When they talk about old growth forests they can beverlyold.

Eucalypts have been planted all over the world and in large quantities; non more than Flooded or 'Rose' gum. It really is a wonderful timber. All the deck beams, carlins and coach house framing in Westwinds restoration is of flooded gum. Straight grained, knot free and easy to work, it glues very well and is one of the lighter hardwoods. Unlike spotted gum, paint and varnish stick to it for long periods. I would not hesitate to use this timber in a fit out or in home furniture

I was lucky to land some large pieces of iron bark that had been laying on a veranda for 5 years up at Port Stevens. They were earmarked for a keel, stem and deadwood for a yacht. I towed our Mirror dinghy trailer up and and put a little more pud on than I should have. I am a truck driver after all. The iron bark was 6"X12", the longest length being 6 metres, which I cut down for my purpose with a handsaw. Those were the days! Westwinds stern post is 3 metres long. Even after shaping it and cutting the rabbet. I still had to use a gantry and block and tackle to lift it into place. That was a large and exquisite piece of timber and exuded strength and indeed *nobility*. Ironbark weighs 1100 kgs per cubic metre. Unlike the smooth barked eucalypts, the ironbark is not a tree for hugging, with it's rough, gnarly bark. It has a beautiful nectar laden blossom that Captain Cook was reluctant to call a flower.

Since living in Victoria I have found it hard to source any timber that is familiar to me. There is various ash, messmate, stringy bark, Tassie oak, which seems all grouped together, so when

you buy a bit of hardwood it could be any of the above. Forgetting the timber value for a moment, the Mountain Ash, known also as the Alpine Ash is arguably the tallest tree in the world, over 90metres high. It was all mercilessly harvested, especially when we became really good a it. These were very old trees. Living monuments. There was a big campaign to save the last of these huge old trees. A 500 year old tree represents 20 generations.

The hardwood I am buying for boat work now is all plantation and some of it is quite good. It is what we are left with and what we can improve on.

That is my two bobs worth, at least two shillings or a florin.



GENERAL MEETINGS

MARK PEARSE - BUILDING MODELS

Tuesday, 9th August 2022



HUGH CROSS - THE RESTORATION OF JAMES CRAIG

Tuesday, 13
September
2022

Photo by
Malcolm Boyd

FROM THE ARCHIVES

WBA Member, Tony Engelman writes:

"When I recently looked through some of my old paper work I came across this 1960 promo off the thrustmatic SIMPLEX, maybe it is of interest to you to print in Scuttlebutt. Interestingly, when the promo photo of the motor was printed the negative must have been reversed as the magneto is definitely on the port side."



SIMPLEX

The NEW SIMPLEX 6-7 h.p. 4 Cycle-Single Cylinder Marine Engine

Incorporated in this design are the reliable "ROLLEROTOR" Water Pump also Patented "THRUSTMATIC" REVERSE GEAR. Renowned for easy starting and reliable performance.

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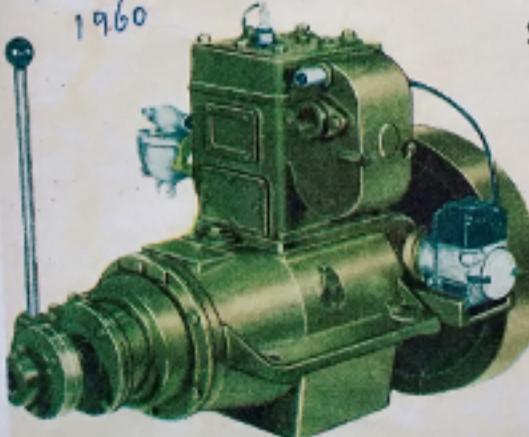
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FEBRUARY 1960



CLASSIFIEDS

FOR SALE 13 ft 9 inch Bill Fisher Skiff built in Huon Pine from lines taken by Ian Smith. Copper fastenings (nails and roves) throughout. The boat is located at Turramurra and is under cover on a cradle. - Price \$7,500 Jane Simpson - 0497698629 - jane02@bigpond.net.au



FOR SALE: This Pram rowboat is a traditional Norwegian design. It was built in the 1970's in Balmain NSW in the workshop of the famous Nick Masterman, boatbuilder, applying traditional methods of construction and using the best timbers including celery top, silver ash, spotted gum, walnut. Fast and safe rowing boat, fully equipped for the water with ropes, anchor, spare oars, fuel tank, etc. Vintage small Seagull outboard is included in the price. Trailer registered to 30 March, 2023 with new tyres and bearings. This 3.20 metre Pram is in exceptional condition and has participated in many vintage wooden boat shows. It is currently located at Lake Macquarie, NSW. All inclusive \$5,900 Alfonso 0419 788 868



FOR SALE: 14ft restored & stable 'wright boat' from the wright family chicken farm. Built on lake Macquarie some 60 years ago and used by family on holidays. Does not leak. The trailer is similar vintage very solid, new tyres, metal mud guards but not registered. Included are good oars and a structure for covering.

Can be viewed and trialed any time contact Bill Coote on 0428 59 9953.

\$1,200 but offers are welcome.



FOR SALE: Classic 15 foot clinker putt putt launch approx. 1950s Simplex 5 hp motor, full upholstery, ready to go, canopy can be lowered to be a cockpit cover On registered Brooker trailer \$16000,-

Ring Tony after 6 pm 0266477166



FOR SALE: Electric powered boat 6 m long, built of plywood over wooden frames, a Thames Slipper design suitable for smooth waters, 6 deep cycle batteries, twin 'Watersnake' motors, each 100lb thrust, forward control, low windshield, electric horn and spotlight, cane chair seats, can carry 4 adults, max speed about 6 knts. On registered trailer, with new tyres, wheels and bearings. Registered for next 4 months... \$3,800 ONO

johnbrickhill@gmail.com 0427 668 112



Tools for Sale

The tool collection of Christopher Murman, former WBA Member, is available for sale.

Worx brand bench saw, 100mm grinder discs x 20, Sets of welders gloves and safety gear, Stick welder cables and 4 packs of high tensile consumables, Disk sander/linisher, drill press, 6 inch jointer, Tool Boxes, Wood planes (8), Chisels (8) and large bar clamp ends, Wood augers and speed bores, Wood carving kit, Schatz Midi Mariner chronometer, barometer, thermometer and hand compass.

Tools are located at Yamba, NSW. Funds raised will go towards relocation expenses for Christopher's widow.

Email: pwidders@yahoo.com.au For further details and contact information.



FOR SALE: 12 ft sailing skiff designed and built by Phil Heaney. Australian Cedar and Huon Pine. \$8000.



14 ft rowing boat Australian Cedar. A joy to row \$5000.

Phillip.heaney@gmail.com
- 0415 718 435



FOR SALE: Awaba - Brand new 32ft, long range coastal cruiser

\$620,000 - Call Phil 0415 718 435



Cruising World Magazines

Generously donated by a WBA Member, approx 40 issues of Cruising World magazine are available for a small donation to the WBA. Collection from Gladesville or at a WBA General Meeting.

Email:

pwidders@yahoo.com.au



FOR SALE "Thara" -SASC& MHYC classic yacht Nanni 3 cylinder diesel - Traditional interior - Skylight Metho stove, VHF radio, stereo, lots of sails, awning etc Only 2 owners since 1948

\$29, 000—Contact Rob on 0414741725



LOOKING FOR: I have a 36ft timber double ender sloop, launched October 10th 1956. Currently the mast is lying along the boat, after being repaired, now ready to re stand it. The engine has been removed. I have purchased a second hand one that I'm restoring. The interior is all original (painted) with some dry rot in the cabin side. There are a lot of tasks to be done. I'm looking for someone who is available to give me some guidance on a program to tackle all these tasks. This person can be connected remotely or face to face or hands on. The main purpose is to assist me planning & keeping focused.

Malcolm Wright - 0425 344 813 - ma5wr5@gmail.com

ON THE HORIZON

General Meetings - Dundas Sports Club
 Dinner from 6 pm
 Meetings : 7.30 pm
 Tuesday, 9 August – Mark Pearse:
 Building Models
 Tuesday, 12 September: Hugh Cross:
 Restoring James Craig
 Tuesday, 11 October: TBA
 Tuesday, 8 November: AGM
 Mike Warner: The 'One Day' Project

Tuesday, 13 December WBA Christmas Dinner
 and 2022 Hal Harpur Award Dinner from 6 pm,
 Award Presentation from 7.30 pm
 Committee Meetings –(Sporties Club at
 Gladesville)
 Monday, 15 August
 Wednesday 14th September - Mistral II -
 Celebration of 100 years since launching.
 Constitution dock Hobart



MERCHANDISE

Item	Member	Non -Member
Jacket	\$83	\$96
Vest	\$63	\$74
Long sleeve Polo	\$41	\$47
Short Sleeve Polo	\$34	\$39
Surf Hat	\$22	\$25
Baseball Cap	\$20	\$23
Australian Wooden Boats Vol I	\$20	\$25

Members are able to purchase /order items at General meetings or by email to the Merchandise Officer - Sally Ostlund salsonsquarerig@gmail.com \$83



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