



SCUTTLEBUTT

SEPTEMBER

2022



James Craig restoration talks coming soon

Tues September 13th - Hugh Cross on the James Craig restoration

Tues October 11th - Peter Gossell on the JibBoom restoration

CONTENTS

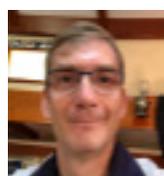
- 3 PRESIDENT'S REPORT
- 4 ROSS GARDNER - A MEMBERS PROFILE
- 7 THE HISTORY OF THE AMERICA'S CUP
- 10 AUSTRALIAN TIMBERS BEING TRANSFORMED INTO BOATS
- 13 THE PAYNESVILLE REPORT
- 14 MARINEWARE
- 14 AUSTRALIAN WOODEN BOATS V2
- 15 CLASSIFIEDS
- 16 ON THE HORIZON



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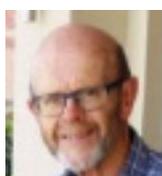
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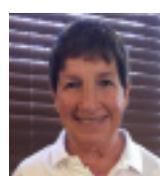
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PRESIDENT'S REPORT

August General Meeting

WBA Member, Mark Pearse was our Guest Speaker for the August meeting when he presented an enthralling talk on the building of a scale model of a 28 ft Cliff Gale design. 'Stella' was on display at the meeting and attracted considerable interest from Member. Marks talk and accompanying photos made the very detailed work appear to be a simple process: no doubt a lot of planning and thinking time was involved as is the case with boats of any size and scale.

A guest at the meeting also brought a number of models to the meeting including an exquisite 10 inch model (shown below).

See in this issue of Scuttlebutt for information about our **September and October General Meeting Speakers**.

Wood Shows and a Boat Show

At least 2 'Wood' Shows have been the subject of cancellations in 2022.

The **Sydney Timber and Artisans Show** has suffered 2 cancellations to date in 2022; we are hopeful that a new date will be announced shortly. The **Illawarra Festival of Wood** has advised that they will return in 2023 with another edition of their popular show held at Bulli Showground.

WBA Member' Dick Bedell, has advised that the **Narooma Boats Afloat** weekend will return in 2022 in an amended format. Details will be published as soon as they become available.

WBA Events

The **Annual General Meeting of the WBA** will be held on **Tuesday, 8 November** at Dundas Sports Club. Every year, all Committee positions are declared vacant at the Annual General Meeting. Nominations are invited from Members to fill a Committee position. Nomination and Proxy Voting Forms will be published in the October issue of Scuttlebutt.

2022 Hal Harpur Award winner, Mike Warner, will present the story of the **'Restoration of One Day'** at the Tuesday, 8 November general meeting. Dinner from 6 pm Meeting - 7.30 pm - 9 pm.

The **WBA Christmas dinner and 2022 Hal Harpur Award** will be held on **Tuesday, 13 December** at Dundas Sports Club.

The format for the Christmas Dinner will be different to that used for previous dinner at Gladesville Sporties.

For the **Christmas Dinner**, Members and Guests will be able to buy an entree and dinner from a selection of available choices. A list will be published in Scuttlebutt later this year.

Christmas Dinner: From 6 pm in the Dining Room.

2022 Hal Harpur Award: 7.30 pm - 9 pm.

Membership Renewals

Renewals will be sent out later this year to all WBA members. The Committee has voted to hold **Membership Fees at the current level of \$45 per annum** with the \$30 Joining Fee also remaining the same.

We are pleased to be able to hold fees at the same level for the last few years while navigating through the ravages of Covid and the current inflationary pressures. Membership Secretary, Ross Andrewartha, has advised that the last 2 fee increases were as follows:

2011 - \$35 to \$40

2016 - \$40 to \$45

WBA Classifieds

Our Classifieds pages (Scuttlebutt and WBA website) continue to attract buyers with a number of successful sales over recent months. This has included Member ads as well as Non-Member ads.

Member ads are placed on the website and in Scuttlebutt for a 4-month listing at no charge. Non-Member ads are charged at \$80 for the same 4-month listing.

The paid ads have been a small but steady boost to the coffers of the WBA.

Peter Widders



ROSS GARDNER - A MEMBER PROFILE

By Michael Coleman



At 1.20 on a Saturday afternoon in the season the GFS fleet starts and battles for advantage at the bottom of Ross' garden, perched as he is on the last corner of the Lane Cove river at Onions Point. While the fleet, including the author, strive to get the most out of the tide and the flukey Nor' Easter in "Humbug" reach, as this stretch of water is known, Ross might watch on as he readies "Aster" for a gentle afternoon sail, and his sister Jane waves as she casts in a line for a bream for dinner for the family cats.

Ross has grown up on the harbour and in sailing boats. His first five years were in East Balmain, then his parents moved to Woolwich in 1949, at the time not the desirable address it is today, being quite out of the way and housing workers at local slipways and at Cockatoo Island. Ross' early boating memories are of outings to Neilsen Park in the "Aster", an 18 foot open sailing boat built in batten seamed New Zealand kauri by his grandfather in 1911 and which remains in the family to this day (see Scuttlebutt October 2021). His first sailing was done in a 10' dinghy which had a bedspread for a sail and an oar as a mast, and he learnt how to take this to windward with a fence paling as a leeboard and leads to various parts of the bed linen. (Can one get good luff tension in chenille? Answer, yes!)

Like every Sydney child of a certain age, Ross' first "real" sailing boat was a second hand V.J. with one leaning plank and a canvas cockpit, and he raced across the river from his home at the GFS, which then raced Moths, VJs and 12' skiffs. Ross stopped club racing in 2000 after almost 40 years in 12'skiffs where he was described as a "red hot forward hand".

After finishing his third year of high school in 1959 he was a successful applicant for an apprenticeship on Cockatoo Island as a Fitter/Machinist. He notes what different times they were, as Cockatoo would take on up to 400 apprentices each year, putting them through a year long training course that covered all aspects of their trade before they became part of the workforce. He went to the machine shop and made the blades and rotors for the Daring class destroyer escorts Stuart, Swan and Torrens. He also worked on sea valves and submarine parts, to name a few. He describes that in his time Cockatoo built complete ships, including all their machinery, for both the RAN and commercial customers.

During his time in the fitting area he worked on H M A S Melbourne after her tragic collision which sank HMAS Voyager, as well as a number of British T class submarines which were refitted at Cockatoo.

Three years after he completed his apprenticeship, "A little crane fell on me", states Ross with a grin. He





sustained a serious injury to his ankle. While he was in rehabilitation, (which was ultimately successful though quite prolonged) he was put on light duties in the drawing office, where all aspects of the many projects undertaken by the Dockyard were assessed, and detailed, on working drawings so that the production departments could manufacture components to the customer's requirements. He was then "temporarily" posted to the newly formed Supply office, where he spent the next 27 years, rising through the ranks to become Assistant Supply Superintendent, and then Superintendent in his last few years before the shutdown. Ross became one of the Company's public officers which meant he had the responsibility for signing orders and approving invoices for equipment sometimes worth millions of dollars, he recalls that if anything went wrong it was his fault. If it went right no one noticed or someone else got the credit. But he always enjoyed going to work, there had always been something happening.

He notes the company's practice of keeping the equivalent in parts to a spare submarine "under the counter", such that in an operational emergency if a part was needed it could be provided straight away, while the defective unit could be repaired when difficult-to-find parts arrived and sat in the under the counter boat at leisure. He could see however, the approaching end of Cockatoo as a working dockyard and it caused him considerable despair.

Ross had raced throughout his time in 12's, building his first skiff in clinker ply and racing with the Lane Cove club, eventually building four skiffs in all. He said it took him 2 years to learn not to capsize. He raced as forward hand with the famous Peter Cowie, who sailed a 12' with one arm, contesting several Inter-Dominions, the pinnacle of skiff racing, with him, particularly enjoying winning a heat. In 1991 he sailed forward on the winning boat with Steve Adams, a particularly pleasing win, after being tagged as being "too old" by the opposition.

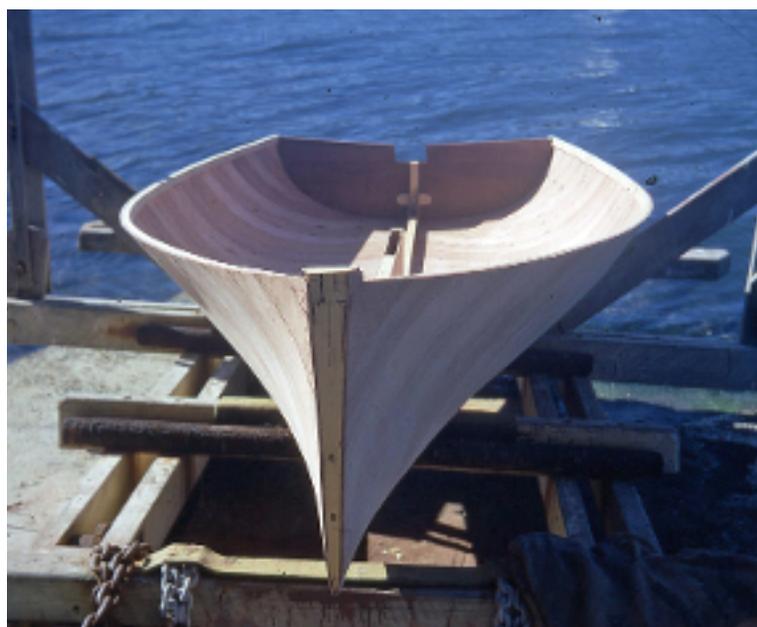
Over time Ross and his father had built a Sabot, Manly Junior, Flying 11 and a Cherub for his sister Jane. He helped his father build the launch "Bouquet" (see Scuttlebutt August 2021), saying that his father and uncles, while not shipwrights, were the kind of men handy at anything, as one had to be growing up in the Depression. "Bouquet" was built in Meranti, spotted Gum and Douglas Fir (Oregon) with a Simplex 12 HP petrol engine and her length determined by the length of the boatshed which overlooks the Humbug reach of the Lane Cove River.

As Cockatoo was closing in the late 1980's Ross said he needed a "sanity project", so embarked on the "Ellen Mary" named after his mother, and the photo of

which is the current WBA Facebook profile photo. It is the most extraordinary project, coming from plans obtained from the National Maritime Museum in Greenwich, London, for apprentices on Cockatoo to build a "jollyboat" for a Bicentenary re-enactment of the first exploration of the Lane Cove River by Lieutenant Clark in 1790. Plans were also received for many "ships boats" of the period. Ross picked the smallest as this was all he could afford and commenced with a job lot of Huon pine, surplus to the requirements of a shipwright friend. This 13' overall open boat is built in batten seam carvel fashion, with some calking as well. He discovered that Huon Pine does not take up like cedar or a less oily timber.

Ellen Mary can be rigged as a yawl, cutter and sloop, with different combinations of sails to his own design, using mainly balanced, standing and dipping lugs, set up in order to "get the best out of the boat". She is a wonderful sight for a wooden boat enthusiast, gleaming Huon under varnish, out sailing on the West harbour, setting a tiny mizzen and giving Ross plenty of lines to mess around with.

After he left Cockatoo at the "difficult to employ" age of 49 Ross had a variety of jobs until the beginning of 2000. By chance an ex-trade union representative whom he worked with at Cockatoo, while having been "on the other side" as it were, recognised Ross' qualities and suggested he was just the right man to come and work for the Dust Diseases Board



assessing applicants who had applied for compensation claims. With his background "on the tools" and with his knowledge of the asbestos rich environment of the shipyards he fitted in well, being able to relate well to tradesmen because of his own background. He worked at the Board for the next 15 years before retiring, reluctantly.

So Ross has three wooden boats to play with, hauling them up on his own slipway and launching the ship's boat from its own davits. His boatshed and workshop open to the deep-water frontage of the river, facing North, so the winter sun streams in and is protected from any stiff Southerly or Nor-Easter, and a Westerly blows right past. The sunroom in their house looks directly across to Greenwich, and down the Humbug reach towards Cockatoo Island. Their two ginger cats let them, and visitors sit in the chairs they, the cats, are not occupying. Ross says "I have plenty to do". The author apologises for any note of jealousy that may have crept into end of the narrative.



GENERAL MEETINGS



HUGH CROSS - THE RESTORATION OF JAMES CRAIG

Tuesday, 13
September
2022

Photo by
Malcolm Boyd

PETER GOSSELL ON THE "JAMES CRAIG JIBBOOM RESTORATION"

Tuesday, 11th
October 2022



THE HISTORY OF THE AMERICAS CUP

By Denis Songeon



Part I – The Great Exhibition

We seemed to enter the harbour of New York upon waves of liquid gold, and as we darted past the green isles which rise from its bosom, like guardian sentinels of the fair city, the setting sun stretched his horizontal beams farther and farther at each moment— Fanny Trollope, 1832.

New York in 1850 is one of the great cities of the maritime world. The Erie canal, completed in 1825 and connecting the harbour to the great lakes, fosters increasing commerce with places along their shores: Michigan, Illinois, Wisconsin, Minnesota, Canada and the country's ongoing westward settlement. It has cemented the city's status as the most important trade hub between North America and Europe. Constant maritime innovation has seen the size of the ships it handles -and builds- double in peak size from 600 to 1,200 tons. Where the Mayflower took 66 days to cross the Atlantic in 1620, the Black Ball Line's packet ship average is 24 days in 1825. When the first of the great clipper ships, Rainbow is built in New York harbour in 1845, 14 days is already the norm. In 1854, the Boston-built Lightning will sail a 436 miles day at an average speed of 18.5 knots. She is a 2,000-ton ship!

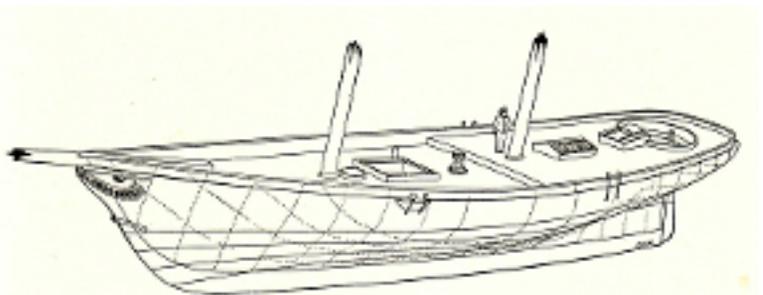
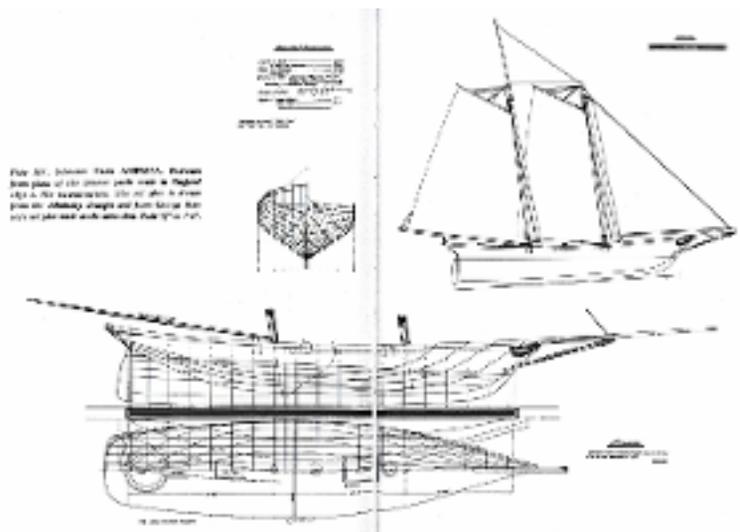


America is busy building country and industry. Yachting is just nascent; of only 6 yacht clubs, 5 are in freshwater: Detroit (founded in 1839), Mobile (1847), Biloxi (1849), New Orleans (1849) and Springfield (1850). The New York Yacht Club is established in 1844 by nine well-to-do gentlemen. Their first resolution is to sail in company from Battery Park (Manhattan) to Newport (Rhode Island, 150 miles away) with various stops and "tests of speed" on the way. They share the waters with the Sandy Hook pilots who guide ships through the harbour's extensive shallows to The Narrows, the tidal strait separating Staten Island and Brooklyn at the mouth of the Hudson. These pilots earn a living by arriving first in any weather. To do so, they commission rapidly evolving small craft in a veritable arms race for sailing supremacy. And in 1850, business is booming: Across the country, over 600 American companies are busily preparing to feature their goods and machinery at the Great Exhibition, the first of the great World Fairs that will take place in 1851 at the Crystal Palace in London.

These 3 worlds –yachting, piloting and international commerce- converge in that moment. Regattas are a highlight of the many Great Exhibition celebrations and all nations are publicly invited. At some point, a letter from an English gentleman mentions the extraordinary reputation of New York pilots boats and the rumours surrounding new American boat designs. It suggests the US should send a representative for an "international match". The NYYC's Commodore John Cox Stevens and several members decide to commission a national champion in the hope of competing in these races. Upon hearing the news of the boat's construction, the Royal Yacht Squadron offers the NYYC their hospitality. The most illustrious of England's yacht clubs, it was christened by King William IV and boasts a clubhouse inside the 16th century Cowes Castle. This proposition will evolve into the most difficult challenge possible: Participation in the Cowes annual regatta. It is the pinnacle of fame and wealth, starring the latest boats built by men of unlimited means. In addition, the course around the Isle of Wight is perhaps the most unfair to newcomers in the world, with notoriously fast currents and complex tides including the Solent's double high water, as high as 5m, caused by interactions between the region's different harmonics.

Against these dreadful odds the Americans believe they may have a secret weapon because in their race for business, Sandy Hook pilots and their boat builders have been refining hull and rig design beyond the old world's state of the art. They are ready to supersede the customary "cod's head and mackerel's tail" hull form, with its rounded bows thought necessary to prevent digging to weather in large seas and comparatively narrow transoms limiting the purchase of following seas on the stern. On these "traditional" boats, the beam is between the first third and half-length of the hull and the centre of displacement is forward of the beam.

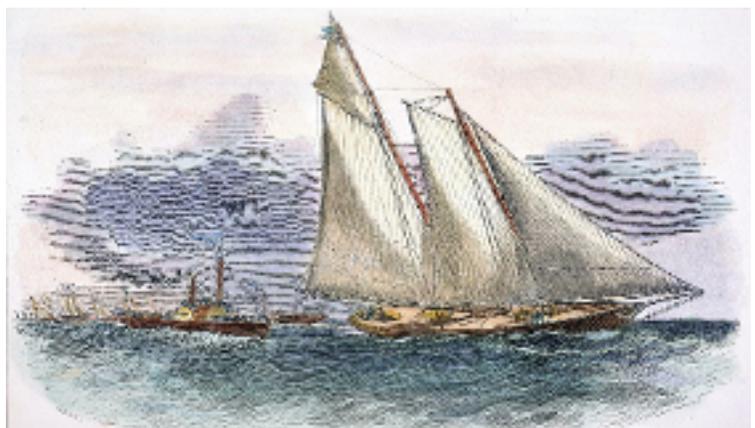
A rising star of New York pilot boat building, 30-year old George Steers, makes an audacious proposal to NYYC member William Brown: He will design and build the fastest boat in the country for the princely sum of \$30,000 (about \$1m in today's terms), but only to be paid if she outraces any US boats of the buyer's choosing. A syndicate is formed and the result is the 101ft America, a schooner built on the new principle that displacement should be uniformly distributed along the waterline. Steers has already tested his ideas with the pilot boat Mary Taylor and the sloop Una, which are considered high performance vessels in the harbour. Although built of white oak, locust, cedar, and chestnut, America is thoroughly innovative with a sharp entry and concave clipper bow that develops easily to a moderate beam aft of amidships, further aft than the common sense



of the time. Her lines then recede to a wide but thin transom. Under the waterline, her straight keel plunges deep to create a knife-like stern. Her 5,296ft sail plan starts with an enormous single jib instead of the customary 2 or 3 sails, set on a 32-foot bowsprit. The foot of her lug foresail (i.e. without a boom) overlaps the main mast by 20%. 30% of her mainsail boom is aft of the transom. Her foremast is bald (without a topmast) but the main sports a large topsail. Both masts have a pronounced rake with shrouds angled aft which improve rig safety when running. With so much canvas she is surely a handful in a breeze! She is all performance and no comfort with bare decks that feature no cabin structure, just a companionway, a skylight and a hatch forward. she does sport a beautiful circular cockpit instead of the customary rectangular well.

America is launched on May 3rd, 1851 from the Brown shipyard on the East River in Lower Manhattan. Naturally, she has as many detractors as admirers on the vibrant waterfront! A high-performance pleasure vessel called the Maria is selected to race against her as per the terms of the contract... And America promptly loses by a wide margin! But the Maria is even more extreme for the time: A 110-foot sloop with low freeboard, hollow spars, a 24ft metal centreboard and 7890ft of canvas! However, she is only a flat-water boat and, it is thought, not comparable to the challenge America will meet. Her owners decide to carry on with their plans regardless. She leaves New York harbour on June 21, 1851 and crosses the Atlantic to reach Le Havre, France in 17 and a half days. There she undergoes maintenance, receives a coat of paint, is put in racing trim and finally sets off for England on July 30.

To be continued in Part II –«Your Majesty, There Is No Second»



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AUSTRALIAN TIMBERS BEING TRANSFORMED INTO BOATS

By Doug Brooker

Way back then, before “lifesized plastic replicas of a boat” took over, boats were made of God’s reinforced plastic, otherwise known as wood!

In the 60s & 70s, ocean racing boats were mostly built of timber. This was quite a challenge, as they had to be both strong and light. Often, the almost finished boat was weighed so the keel could be as heavy as possible. One challenge was selecting which timber was best for the various components.

The frames shown are Queensland Maple (*Flindersia brayleyana*) – laminated over the lofting. They were then set up, forming the jig.

The laminated Queensland Maple backbone was then installed.



After fairing, the skins were glued on. They are Silver Silkwood (*Flindersia Acuminata*, same family as Queensland Maple & Silver Ash). This is a lovely timber, pale like Silver Ash, but lighter weight than Maple or Ash. Another name for Silver Silkwood is Putts Pine – but I never called it that. Who would want their new boat built of Putts Pine?

After the first skin was applied, it always dried out a bit more and shrank. This meant that by the time the 2nd skin was applied, the seams were no longer tight. To fix this, the shavings under the hull were hosed, and the outside of the skin dampened, which retightened the seams. Resorcinol glue is water based, so the damp surface was no problem. The glue is also dark red, so the inside of the skin was sealed with Everdure (an epoxy primer) so the glue dribbles didn't leave unsightly stains.



ABOVE: “Woodstock”, a 35 footer I designed.

BELOW: A Bob Miller ¾ tonner, “Pazazz”, and her sister “Dancing Mouse”





"Dancing Mouse" has Cedar Ply bulkheads and Silver Ash trim. "Impeccable" is a Peterson ¾ tonner, with Oregon skin and Silver Ash Bulkheads.

In 1973, I built a 40 footer designed by Bob Miller (later Ben Lexcen) for a Hong Kong owner. We settled on Queensland Maple for the laminated backbone and frames, and Silver Silkwood for the 3 skins. The 1stskin was epoxy glued and 2nd& 3rdskin were glued with Resorcinol. Bob specified Silver Ash for the bulkheads and also for the trim. I was worried it would look too bland, but when varnished looked great. Bob also specified bright orange bunk cushions!



"Ceil III" at launching I November 1973. An internal lifting eye helped protect the topsides.

She won the 1973 Hobart Race, before going to Europe.



Our boat, "Touchwood", was launched in 1978. She has Celery Top Pine (*Phyllocladus aspleniifolius*) frames and backbone, with three skins of Oregon (*Pseudotsuga Menziesii*). The 1/2" first skin was Epoxy glued to the frames and backbone and fastened with narrow crown 1" staples. The air powered staple gun punches them a little below the surface. The 2nd & 3rd skins are 1/4" thick and fastened with 3/8" staples. The staples are either stainless or bronze and are left in. We used 10s of thousands of them.

Her deck is 3 skins of Celery Top Pine, stapled and Resorcinol glued - like the hull.

"Touchwood's" interior is Gaboon ply with Huon Pine trim. The colour of the varnished areas Honeyed over 30 odd years.

Ah yes - the good old days!!!

Doug Brooker.



THE PAYNESVILLE REPORT

By Chris Dicker



A quick weather report from this neck of the woods. I have just returned from three weeks in the Netherlands and Germany. During my absence 14.5 mm of rain fell on Anchor Downs. Since I have been back we have had 60 mm and the temperature has not exceeded 9 degrees.

While we are receiving possibly more rain than we need, much of Europe and Britain is experiencing severe drought. On my last day in Germany we went for a walk along the Rhine, which is a major cargo highway. The constant stream of barges have to travel half loaded to reduce their draft, so to deliver the same amount of freight they have to do twice the miles. These very large vessels are only permitted to travel during daylight hours so one can imagine the pressures that industry and agriculture must be experiencing.

Our entire time in Holland was spent on Armeland, one of the west Frisian islands near Texel and Terschelling Islands. They have an historic timber lifeboat, which they drag out of the museum occasionally using 8 horses. The trailer is on tracks so it creates quite a clatter going through the cobblestone streets. After the whole shebang crosses the wide flat beach and reaches the waters edge, the horses are rearranged, four horses on either side and they plunge into the surf, spearing the boat into the sea. Not too sure how the horses feel about this, especially in mid winter.

It is very good to be home as I have about a years worth of work to compress into less than 6 months. A few years ago it would have been an enjoyable challenge, now it is just an ordinary challenge. I have vowed to have Rosherville in the water before the end of the year. She is to get an electric motor. More on that right now. We have decided on an 'Eline' motor from Vetus. Luxfords at Mornington have supplied the whole kit and caboodle. The motor is a 5 kva unit (11 h/p). The system runs on 48 volts. There are three 48 volt Lithium Ion batteries and one very large AGM battery. Figures are not my forte but for

anyone thinking of going electric I hope you will find this informative. The manager and I suppose owner of Luxfords has actually fitted one of these motors to a 17 foot Gilcraft displacement cabin cruiser. He towed the boat across to Paynesville and we went for a spin today so the info I am relaying is fresh and real. Being on an electric boat is quite an experience, I quipped that it was was quieter than silence but it fell on deaf ears (accidental pun) Lets get down to the nitty gritty. At 3.5 knots we had a battery life of 16 hours, bumped up a bit over 4 knots we had 8 hours. I am pretty sure that at 5 knots we could confidentially say that we would have less than 4 hours running. If you were punching a current or a headwind things are not looking too good. We also had the Queensland Vetus representative on board who said you can just add an extra battery to extend your range. At \$3,100 per battery why not throw in two.

By this stage, and long before, I realise that these people are here to sell, sell, sell, they are not here to save the world.

Having said that we have to start somewhere. Rosherville is not my boat, I reluctantly ended up with the project, which has blown out to interesting proportions. The boat is intended for bird watching (hence the electric motor) The batteries will be recharged from a power point at the marina. Out of sight out of mind. In total they weigh 150 kgs and take up a lot of room, cheaper AGMS would have weighed 280 kgs, the motor weighs 70 kg plus ancillaries. The electrics are water cooled so still require plumbing and keel cooling including a pump. So far we are almost three times the cost of an equivalent diesel and well over twice the weight.

As this boat will be charged from a power-point in a marina berth I am not convinced of any advantage except for the quiet running.



CLASSIFIEDS

FOR SALE: Mokoia is a unique 10-ton (Lloyds Registered) mast-head rigged cutter, designed by Arthur Robb to RORC rules specifically for cruising and ocean racing. Built in England (1948) with English oak frames/ribs and Scottish larch planking, she still has her original Sitka spruce mast, boom and spinnaker pole. Although slipped and anti-fouled annually, Mokoia is aging gracefully beyond the long-term maintenance capabilities of her present owner (1932). She needs a new owner(s) who will appreciate her sturdy construction - and ultimately her great sea-keeping qualities. For sale at \$30,000 (< scrap value) Mokoia is well worth further investment by a small but dedicated team before serious sailing again. Further background and details provided on request to 0432 978 132 (Mike).



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

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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.

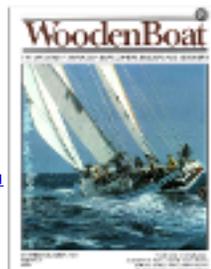


LOOKING FOR: I am looking to purchase a copy of Wooden Boat Magazine Issue 25: May/June 1978.

Peter Widders

pwidders@yahoo.com.au

0481583794



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.



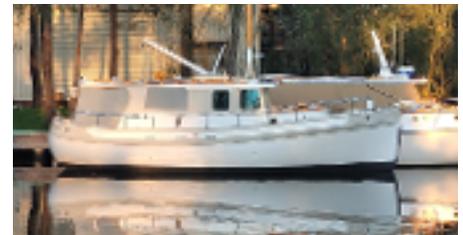
FOR SALE: 12 ft sailing skiff designed and built by Phil Heaney. Australian Cedar and Huon Pine. \$8000.

Phillip.heaney@gmail.com
- 0415 718 435



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

\$620,000 - Call Phil 0415 718 435



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-9 Elder Rd, Dundas

Dinner from 6 pm

Meetings : 7.30 pm

Tuesday, 13 September: Hugh Cross: The Restoration of James Craig (Date change)

Tuesday, 11 October: TBA

Tuesday, 8 November: Wooden Boat Association 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

Events

Wednesday, 14 September 2022 The Centenary Celebration for Mistral II

Constitution Dock, Hobart

<https://www.windewardbound.com.au/mistral>

28 -30 October, 2022; Davistown Putt Putt Regatta & Wooden Boat Festival & Charity Dinner

www.davistownputtputt.com

Saturday, 5th and Sunday 6th November 2022 RMYC Timber Boat Festival

Exhibits: jaz@royalmotor.com.au

Narooma Boats Afloat

The South Coast will once again host a weekend of fun in boats : 11 – 13 November 2022.

<https://www.naroomaboatsafloat.com/>

10 – 13 February 2023 – Australian Wooden Boat Festival – Hobart

www.awbf.org.au

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

