

# Crow's Nest

February 2023

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*Two beautiful electric powered boats in stunning settings.*



### **Next WBASA General Meeting**

*The Astor Hotel, Monday  
Feb. 27th 6.30pm for Dinner and  
SA WBF Presentation*

### **Inside this edition:**

*Hell or high water? For many it's  
been devastating, but  
some environmental good will  
come from the floods.*

### **What exciting things are coming up soon?**

*Our first General Meeting for 2023  
Checking out the Coorong over the Parnka Point weekend.  
Port Victoria, circumnavigating Wardang Island (we hope) and picnicking on  
Wauraltee Beach  
The SA Wooden Boat Festival*



## Lashed to the helm



Welcome one and all to the 2023 year with WBASA. Your committee members continue to move forward with incredible enthusiasm in all of the areas they are attending to, from merchandise, events, membership, finances, editor, secretarial and vice presidential roles, and of course contributions in many other ways by the rest of the committee. It's a real team effort. It's also great having a vice president, a position only recently being reinstated on committee as an important portfolio. Chris Dobson is an excellent second pair of eyes across the organisation.



In my previous report in the December edition of Crow's Nest there is a photo of me holding a WBASA burgee. By means of explanation, the committee had decided that a presidential burgee would be beneficial in identifying his/her vessel at an event. The initial burgee was a traditional WBASA burgee with a blue edging. The idea was for this burgee to be handed on to each president in succession. However, my predecessor managed to lose his overboard prompting the need for a new one. It was then decided that to make it more distinctive the edging will now be red.

Despite floods affecting our Murray members, it's going to be a great year with our SA Wooden Boat Festival at Goolwa and events planned throughout the year. We have had to adjust event dates to compensate for the flooding and its aftermath, so keep an eye out for email notifications. From my own experience regarding the floods at Riverglenn the water level is dropping significantly and at time of writing the piers are just starting to re-emerge. It peaked 1.5 metres above pool. Upstream, even as close as Mannum, the rise was more like 2.5 meters and has had a far greater impact. The floods have taken their toll on the immediate surroundings with the lawns and smaller shrubs dead and some larger trees have toppled. There is also a thin layer of mud over everything. Time will rectify all of this and the upside of a fresh significant flood for our magnificent inland water system cannot be underestimated. Our sincere condolences for those who have sustained significant property damage. The clean up and repair will not be easy.

Personally, I got to enjoy the row out to my boat, it being inaccessible by any other means. Maintenance has been minimal, and it may well mean lone II may be a little shabby at the SA wooden Boat Festival, as work on her was greatly limited by no power, water, or land access. Be careful on your slippery piers and don't forget to adjust your lines as the river goes back to normal.

On other matters, we are working on revamping our website and we are looking for a webmaster. We have sent out a flyer on this and it would be good if we can find a volunteer webmaster from within our ranks.

Many thanks to Di Sanders who has done all the hard work in researching and purchasing our defibrillator. She will be showing it to members at our next general meeting on Monday 27th February.

**Graham Hardy**

The Australian Wooden Boat Festival in Hobart will have passed by the time you read this, but we will be sending you images and text through Facebook and Crow's Nest.

Our own South Australian Wooden Boat festival is now imminent, and registrations are open. Just enter SA Wooden Boat Festival in your browser for the on-line registration. Early enrolments are strong so don't miss out. Come and join us at the new venue at Alexandrina Cove - Coorong Quays on Hindmarsh Island. Our recent Classic Thursday explored the area, and it looks spacious and ideal for the festival.

We will be clarifying the insurances situation regarding your responsibilities in a later memo but suffice to say WBASA does not cover your boat, damage to a third party or indeed public liability. So it's your own risk in regard to what insurances you take out.

We have re-established communications from other like-minded wooden boat associations, and we will be sending you their newsletters when we receive them. The main interstate contributors are "Shavings" from the Wooden Boat Association Victoria, "Skeg" from the Wooden Boat Guild Tasmania and "Ratlines" from The Wooden Boat Association Cairns. We also receive occasional copies of Southern Wooden Boat Sailing. They are all a good read and informative.

Well, that's it for this Newsletter. I hope to see you at our meetings or events soon.

PS I hope all you romantic boat lovers had a great St Valentine's Day, here's a photo of me receiving some unconditional love from a furry friend called Willow.



**The Editor**  

**Stephen Conway**

I do hope you enjoy our February edition. The cover photos are mine, the top one on Lake Burley Griffin, the bottom one on the Huon River, both boats are powered by electric motors.

I have forsaken the Valentines Day theme for something more *floody* topical. A first for me also in this Crow's Nest is a center-spread.

I look forward to your contributions this year, don't forget I am always keen on members' and boat profiles as well as tales of boats and boating history, always enhanced by photos of course.

**WBASA's defibrillator and first aid kit** **Di Sanders**

WBASA have now purchased a defibrillator with first aid kit as well as a snakebite kit. These three items will be available at all events from now on.

Any member of the club can use the defibrillator as no specific training is required. The unit guides you through the required three steps to administer the device if the need arises.

We hope this device and the kits will never be needed, but as always it is best to safe than sorry. These will be an adjunct to the safety gear we should all carry, life jackets, radios etc.





## Upcoming WBASA Events

### Hogwash Bend January 2023



Due to the flooding there was no boating happening for this planned weekend. We are very hopeful that in the near future we can get back onto the Murray River.

This being said Mark and Jen Davies did again open their home on the Saturday evening which wasn't as busy as usual unfortunately, possibly due to the detours with many roads closed. Those that had been to the property previously were amazed to see how close the water had reached to the cliff tops.

On the Sunday a group of 20 members enjoyed a wonderful lunch at the Waikerie Hotel followed by coffee back at Brian and Penny Moon's home nearby.

It was great to have a number of members from the Riverland attend who often can't get to our Adelaide events or meetings due to the travel, but also it was great to have several members from town travel to Waikerie to meet other members.

Our next Riverland event is planned for August and I am very hopeful that we will be able to get out on the water at that time.

### Port Victoria 24th– 26th March

Richard Kretschmer has made this an annual event for over ten years now. Its one of the few events we hold in salt water and Port Victoria is a very nice place to take your boat for a cruise. Apart from the lovely town, great boat ramps and Richard's hospitality you can go out in 3 metres of water and still see the sandy bottom!

The dates for this weekend have now changed to March 24th–26th rather than the original dates. This will help us avoid the issues related to a busy boat ramp over the long weekend.

The Pt Victoria Royal Volunteer Coast Guard have agreed to accompany us around Wardang Island if we have at least 5 boats in the WBASA Fleet. This will mean we gain dispensation to go beyond the limit for small boats.

Some accommodation is still available for camping on Richard Kretschmer's block and there is also space on the floor in his lounge. Otherwise there are; the Coast Guard Shed (for a donation) and several commercial venues. Please make your booking as soon as possible; this is a very popular destination at this time of the year.

Contact Richard Kretschmer 0407 744 066

### Parnka Point 21st – 23rd April

This year we have decided to add a small camping trip to the Coorong the week before the South Australian Wooden Boat Festival. This is an opportunity for those not cruising down river to relax and get your kayaks or small boats out on the Coorong. The Coorong is a wonderful place to visit and the Parnka Point Camp Ground offers some great views. This is a great opportunity to see some different South Australian waterways and wildlife, Park fees apply.

Contact Aaron on events@wbasa.org.au 0414 630 400

Aarron Pearse

### WBASA 2023 Events Table *(subject to change)*

Event (Location and duration)	Start Dates	Manager
Riverland Weekend (2 Nights)	21 <sup>st</sup> Jan	Aarron Pearse
Committee Meeting	30 <sup>th</sup> Jan	NA
Summer Moonlight run (Cancelled)	4 <sup>th</sup> Feb	Richard Hardy
Australian Wooden Boat Festival (Tas.)	10 <sup>th</sup> Feb	NON WBASA
General Meeting	27 <sup>th</sup> February	NA
Pt Victoria ( 2/3 nights, )	24 Mar	Richard Kretschmer
Committee Meeting	27 <sup>th</sup> Mar	NA
Parnka Point (1 night)	22 <sup>nd</sup> Apr	Aarron Pearse
SA Wooden Boat Festival (2 days)	28 <sup>th</sup> April	Stephen Conway
General Meeting	24 <sup>th</sup> April	NA
Hindmarsh Island / Coorong (2 nights)	20 <sup>th</sup> May	Stephen Conway
Committee Meeting	29 <sup>th</sup> May	NA
Lake Carlet (2 nights)	10 <sup>th</sup> June	TBC
General Meeting	26 <sup>th</sup> Jun	NA
Day out at Pt Adelaide		TBC
Committee Meeting	31 <sup>st</sup> Jul	NA
Riverland expedition (2 nights)	5 <sup>th</sup> Aug	Aarron Pearse
General Meeting and WBASA AGM	28 <sup>th</sup> Aug	NA
A day on the Torrens	9 <sup>th</sup> Sep	Aarron Pearse
Committee Meeting	25 <sup>th</sup> Sep	NA
Glenelg River (3 nights)	29 <sup>th</sup> Sep	Stephen Conway
Goolwa General Meeting (Sun. option)	28 <sup>th</sup> Oct	Lyndon Z
Goolwa adventure	29 <sup>th</sup> Oct	TBC
Jim's Run	16 <sup>th</sup> Nov	Anne Potter
Committee Meeting	27 <sup>th</sup> Nov	NA
Riverside Xmas	3 <sup>rd</sup> Dec	Events Coordinator
General Meeting	11 <sup>th</sup> Dec	NA
Classic Thursdays (multiple)	In Calendar	Stephen Conway

### SA Wooden Boat Festival 28th – 29th April

The 2023 South Australian Wooden Boat Festival is happening. Due to the flooding in the Murray and the possibility of debris coming through however there is going to be a change of the main location from the Goolwa Wharf area to the sheltered water of Alexandrina Cove inside the Coorong Quays waterways.

It will be great to have the festival again in a different format. Time to get your boat looking its best!

### Hindmarsh Island Circumnavigation

This event is undertaken every few years and is one of our only overnight, camping, events, so its almost a Raid!

Details are not finalised yet but the most effective way, timewise, seems to be to leave from Clayton Bay on the Saturday morning, cruise / sail around to Tauwitcherie Lock and then get to Godfrey's Landing for either onboard or beach camping.

Leaving the Coorong on a rising tide (low tide is 5am on Sunday) through the Goolwa Lock. People who launched at Clayton can then cruise back, or if you started in Goolwa this is where you can leave the Raiding party.

Contact Stephen on 0401 125 035



## Living aboard in Canada, a long running saga

Stephen Conway



Peter Knowles lives in British Columbia (BC) aboard his wooden boat **Geordie**. Sometimes moored in a marina in Vancouver, sometimes on Vancouver Island and other times in one of the many incredible bays, islands or coves that abound in this part of the world.

The weather pattern in this part of the world can be hard on boats, hot summers, wet and windy months and very cold days of snow and sleet. However the milder cruising months can be just glorious.

The boat is named after his faithful pup Geordie, now passed. For several years Peter has been making YouTube videos as he goes about restoring and maintaining **Geordie**, his friend's boat **Zephyrus** and in recent times his new boat **Poem**. Each of these boats are different from one another but they were all designed by Ed Monk, a US naval architect of pleasure and commercial boats, active between 1914 and 1973.

**Geordie** is 38ft in length, mahogany is her main timber and her hull is carvel with butt blocks joining her planking lengths. Beautiful to look at, but as all wooden boat owners could understand, at her age, built in the 1930's she is a floating project with much that is yet to be done. **Zephyrus** is slightly smaller at 35ft and **Poem** only 26ft, both with great looks and structure but definite signs of wear that comes with age.

In all Peter has produced over 380 videos, the vast majority of which relate to wooden boating!

Unlike many boat building or restoration videos I have watched, Peter mostly works alone. He is very clear to point out that he is not a shipwright and from time to time does things in a way that doesn't come out of a boat building "how too" protocol. However he is a skilled wood worker, plumber, electrician, designer etc and only uses techniques based upon experience and tried and true understanding. And is always quick to point out, these are boats he is connected to and passionate about giving them a long life into a very distant future.

I have watched videos of Peter changing boat motors several times over, carrying out intricate wiring installations, tackling wood rot and also providing excellent and diverse informative videos on topics such as; mooring, on board heating systems and fuel systems. I have learned an amazing amount through watching and listening. Peter is motivated to get **Geordie** into a condition where she can be used as a cruising boat in Canada, then the USA, off to Europe exploring the canals, pubs and good food outlets. Who knows, she may end up on a container ship headed for the River Murray?

Another unique aspect of Peter's work on the boats is that it is often carried out in the boat's; wheelhouse, aft cabin or flybridge. The boat can be moored, cruising with someone else as the skipper or many times situated in a beautiful B.C. cove or river whilst on a swing mooring. It is amazing to see someone using a table saw, drill press, electric planer or circular saw whilst in the confines of a boat.



I like the videos because Peter seems to be a natural video presence. He can be doing a whole range of tasks, some of them quite complex, whilst at the same time having a conversation with you through the camera lens.

I have been intrigued by how much work goes on to make a 20 –25 minute video every week. Imagine my delight when I watched an episode when he went into detail about how time consuming this is.

I also like the way these weekly videos finish up with a beer of the week, a few minutes to find out about the beers of Canada and hear what is coming up in the future. Like nearly all of these type of videos, **Travels with Geordie** relies upon donations from Patreons (YouTube sponsors) to continue, however there is no high pressure to make a payment. It is after all about entertainment and information, but if you are so inclined, every little bit helps.

The added bonus of what you get from watching Peter's videos is the videos of cruising the magnificent B.C. inner passage waterways. These videos really make you want to get on a plane to get on a classic boat and get cruising. If you get the chance sit back and enjoy the sights in your leisure time.





## Boats have always been a part of my life

Robert Gibson

As a young kid my parents had a waterfront property on the Parramatta River. Dad had a 26' Halvorsen and the house was across from the Halvorsen boat shed and slipway.

I can't remember too much from those days except for the big splash when the boats were launched. Oh and there were sharks in the river.

As a teenager I had canoes and various types of sailing boats and my interest in boats led me to joining the Navy Cadets. My time in the Cadets was fantastic, sailing all types of craft and learning skills on various types of Naval power boats.

I became a serious sailor on a 14ft dinghy, **Warrego**, the boat I was able to obtain and still have to this day.

I can remember someone saying to me that you should have a foot length of boat for each year of your age which I as yet haven't achieved. In my early thirties I had a 24' Hartley power boat which was kept on Sydney Harbour or at Jervis Bay. In my late thirties rejoined the Navy Cadets and experienced various coastal passages from Darwin to Melbourne via the East Coast. I learnt a lot about seamanship during this period with the "grey funnel line", our name for the Australian Navy.

Things started to get a lot more serious in my forties with the purchase of a 34' flybridge cruiser and skippering on a close friend's 36' yacht. The cruiser was kept mainly on Pittwater cruising the beautiful waters of the Hawkesbury River while sailing was mainly on Sydney Harbour and coastal.

The Navy Cadets were still a strong part of my life at this time, however sea time was getting less. I obtained my Offshore Yacht Masters Certificate during this time.

All got out of hand a bit in my late forties when I resigned from the Public Service and started a Charter Boat business at Akuna Bay Marina near the mouth of the Hawkesbury.

My idea was to have a couple of hire boats, lay back and enjoy the "sea change". I was wrong!

The company *Clipper Cruiser Holidays* ended up being busier than expected. From just a couple of boats it grew to 2 x 30' cruisers, 10 x 34' flybridge cruisers, 4 x 40' house boats and a 40' power cat and a few tinnies.



My so called change of lifestyle ended up with me working 6-7 days a week and employing four full time staff. I had the business 10 years selling in about 2007. (no I did not own all the boats). I purchased a 42' aft cabin cruiser which I lived on at the Marina and this made it easier to work 12-15 hour days. (who said life wasn't meant to be easy). I obtained a Marine Coxswains Certificate and later on a Master Mariner 5 Certificate.

The majority of people taking the boats out were pretty good returning to the Marina at the correct time on the right day with no damage. It was the minority that kept my shipwright very busy repairing broken hand rails from going alongside other boats and wharfs, something they weren't allowed to do, rope around the propellers, backing over dinghys, running aground, overheating engines after being aground, blocked toilets and so on.

It was always my fault too! No-one ever admitted to any damage caused. I forgot, a few did when I took them to court.

Every chance I had I would take my boat out for a run and explore the Hawkesbury River system only to witness a hirer doing something stupid. I loved standing on the fly-bridge looking down at them and with a very loud voice reminding them of what they were told in the operational briefing.

I stopped this practise when the staff began likening me to Basil Fawlty.

Maintenance on the vessels was a huge time-consuming activity, I always worked on preventative maintenance not break down maintenance. Engines were serviced every 200 hours, at peak times this was every 4-6 weeks. Boats had to be slipped and inspected by various regulatory authorities.

Hardly a day went by without varnishing or polishing being undertaken - all this juggled around bookings.

In my late 50's I sold my 42' cruiser and the 34' cruisers I still owned from the hire fleet days, my only boats now are the 14' sailing boat **Warrego** and my beautiful new putt putt **Yarrah**.

I never got to owning a boat a foot in length for each year of my age, but got close.

There are several cartoons depicting the evolution of life, I think many of us have seen the one where you start life in a pram and progress through life to a push bike – sports car, family sedan and back down the cycle to a wheelchair.

I reckon I have achieved this with boats.



## South Australian Wooden Boat Festival



SOUTH AUSTRALIAN  
**WOODEN  
BOAT  
FESTIVAL**  
RIVER PORT OF GOOLWA

The planning for the 2023 SA Wooden Boat Festival is picking up pace. The dates are the evening of Friday the 28th of April (for the welcome BBQ) - through to Sunday the 30th. At the time of writing approximately 80 boats have been registered.

Carol Cooney the Economic Development Manager from the Alexandrina Council will be our guest speaker at the February General Meeting. Carol will make a short presentation and be on hand to answer any questions you may have.

The WBASA committee is keen for WBASA to have a strong presence over the Festival, whether that be through; helping out on our stall promoting the Association, displaying your boat or volunteering to assist with Festival activities. If you are going to enter your boat please ensure you are flying the WBASA Burgee and if possible wearing some WBASA clothing.

As highlighted in the last Crow's Nest the main venue for the Festival will be in Alexandrina Cove which is part of the Coorong Quays canal system. However there will be some on-water events scheduled for the main Goolwa Pond and some displays at the Goolwa Regatta Yacht Club. The final programme for the Festival is still in the development stage.

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### Australian Wooden Boat Festival Giulia Corradetti

This is just a short note from me about my experience at the 2023 AWBF held over the Regatta long weekend in Hobart. The weather was perfect for most of the weekend and quite good for the remainder.

The welcome BBQ hosted by the Tas. Wooden Boat Guild was a great way to start the Festival and it was wonderful to meet so many other members of WBASA there. Dean Marks and I feel a bit isolated down here being the only two WBASA members resident in Tas.

The Parade of Sail is incredible. I have watched it from the shore before but being on the old Sydney Ferry, **Radar**, in the midst of it was an experience never to be forgotten. Other South Australians were on board and we marveled at the wide array of boats with the Tall Ships towering over us all.

As you would expect the boats at the Festival were extraordinary each in their own way. There were boats looking like pieces of art, museum pieces and comfortable cruisers and some that look well-used showing the signs of age and wear with pride.

Everything was so well organised, great food and entertainment and the best home-made gelato!

It got very hot in the afternoon and it was nice to be able to get on board a couple of boats through Dean, one **Dianne Johnson** that he built and the other **Star Trak** which he had refurbished. The respective owners were so hospitable and provided a great opportunity to relax and watch people instead of boats for a while.



## Stephen Conway



The first Classic Thursday for 2023 was held in January, on Friday the 20th, (who says we are not flexible!). It was the largest turn up in my memory, whether that was because of the Friday I am not sure.

What I do know is that it was a great day. 35 people attended the event, 13 boats were involved (our first yacht and several other first timers). We also had the WBASA defibrillator and human first aid kit with us for the first time (luckily neither saw service on the day).



This wasn't the case for some of the boats, with a couple of mechanical illnesses and incidents but nothing serious (don't leave home without a tow rope) and what happens on a CT stays on a CT.

We launched at the Coorong Quays boat ramp to try it out. It is a very sheltered ramp but steeper than those ramps most people had used before. If you do launch there make sure you adjust your launching procedure accordingly. And, if there is any weakness in your system that keeps your boat connected to the trailer winch on the ramp it will fail, one of our members proved the point. Also, if you have an original style winch handle with an unusual socket connection, its always best to bring it with you.



After we briefly explored the Alexandrina Cove area it was off upstream, into the strong current, to Graeme Foristal's house on Hindmarsh Island's waters' edge. This was the 3rd year of Graeme's hosting and as always a good venue with very well organised weather! It is also a very handy location for people who wished to drive to the lunch spot, enjoying the views from the balcony.

Thanks again to Graeme, as always we really appreciated your hospitality.

The trip back to the Marina was a bit wet and windy for some, but hey that's boating, regardless everybody had a great time.





## Nelson, Glenelg River Expedition. 7 – 9 June 2014

Leigh McNolty



The purpose of this Queen's Birthday long weekend was to meet our SA compatriots (WBASA) at the border of our respective territories.

Our plan was to voyage together up the Glenelg River in convoy on the Sunday afternoon to see how far we could reach into the remote gorges of the National Park.

The Victorian contingent was led by our President, Chris Kelly (**Taker** - Michael Storer punt), with a diverse team consisting of Andrew Campbell (**Mars** - Berkeley Mini tug), Leigh and Jo Hayley and family (**Atlas** - 1940 Williamstown built workboat), Graham Signorini (**Nebari** - self designed and built pedal kayak), Stuart McGarvie and Bob Lewis (**Speewah Jack** - 15% extended Caledonian Yawl) and Leigh McNolty (**Blue Wren** - Hartley 16)

The South Australians were led by their President Barry Johnson (**Gumleaf** - 15 ft Blaxland Chapman powered restored clinker putt-putt) with an at least equally diverse group of boats including Rosi and Graham Hardy (**Impulse** - 1928 Clausen clinker putt-putt with its original Blaxland Pup), Tim and Anne Potter (**Red Ned** - DE Havilland 8ft tinny-), Andreas and Lina Oest (**Ms Lina** - Glued lap ply David Payne Cinema design) and Kevin and Josephine Whiteley (**Josephine Paule** - self designed and built strip plank motor cruiser).

By a fortunate co-incidence there were two whaleboats from Portland and Port Fairy making a trip down the river over the weekend. A replica Irish curragh was accompanying them on the trip and we had a mass meeting of all the above boats at Hutcheson's landing 15km upriver from Nelson on Sunday afternoon as a culmination of this wooden boat gathering.

Gathering at the Nelson pub on Friday night we met some of the local Glenelg River Classic Boat Club members, including Ally McLeod and Bruce Mackereth who introduced us to the whaleboat and curragh crews.

On Saturday morning the launching ramp at Simpson's landing near the caravan park was abuzz with revving outboard motors as boats slid off their trailers. Our Victorian group set off in drizzle with Graham out in front in **Nebari** proving that pedal power can beat petrol power. Our aim was to reach Donovan's Landing to meet Stuart and Bob on **Speewah Jack**. They had been on the river for a couple of days living aboard and testing out how everything worked on the newly launched boat.

At Donovan's Landing, about 5km upriver from Nelson, we found a sheltered spot for lunch and had a look at the Glenelg River Classic Boat Club clubhouse where we were to meet the South Australian contingent that night for a BBQ dinner.

That night we arrived back at the clubhouse by car for the BBQ in the dark at 5.30pm - this is midwinter! The South Australians arrived at the same time half an hour earlier! Potential confusion was avoided as long as we always specified Victime or SA time as part of our conversations.

Some people had modern devices which changed the time setting as they crossed the border not necessarily helpful if you are not aware that your "thingo" is doing this.

The clubhouse at Donovan's Landing was a warm and inviting venue on a cold winter's night for the dinner where members of all three clubs could get to know each other. President of the Glenelg club, Bruce Mackereth, welcomed us with a brief talk about the history of the club before he took over the BBQing of the meat that guests had brought with them. Country hospitality was taken to a new level with the dinner that Glenelg club members had prepared for us.

After dinner our president Chris Kelly and the South Australian WBA President Barry Johnson each made thank you speeches and presented club burgees to be displayed in the clubhouse. Plans were made for a 10.00am departure from Simpsons Landing the next day, a lunch stop at Princess Margaret Rose caves and to continue upriver until we need to turn back so that we are back in Nelson about 4pm.

Sunday morning the sky was clear and the wind was light. The cold air around Simpsons Landing was soon filled with the sound and fumes of Blaxlands, Chapman Pups and sundry outboard motors. The expedition didn't start with a bang, more of a putt-putt. A couple of the bigger boats joined us after launching at the main Nelson ramp and the fleet was on its way.

As we headed into the river gorge in convoy, Chris Kelly in his speedy punt was able to travel from boat to boat relaying messages and information about the route ahead.

Riverside shacks abound for at least the first five kilometres from Nelson, and with names like "Misbehave-Inn" and "The Beer Cave" you wonder what goes on in them. Two South Australian putt-putts, Barry Johnson's **Gumleaf** and The Hardy's **Impulse** graced the river with their classic sheerlines, varnished woodwork and rhythmic exhaust notes.

On the Monday morning we looked forward to the trip home and returning to families, but we could look back on a successful event in the wooden boat calendar with possibilities for further contact with our interstate counterparts in the future.

We had got to know a waterway of limestone gorges which is unlike any other part of Victoria. And we had strengthened the wooden boating community a little by making new connections with people and showing what our boats can do and where they can take us.





Water water everywhere

Facebook

This natural high-flow event is likely to provide much needed water to areas of floodplain that have not received water for over 40 years. Black Box woodlands and other native vegetation that have been struggling in recent years will receive a much-needed boost.

When stressed lignum shrublands and red gum and black box woodlands receive water, it improves the condition of the plants which in turn provides better feeding and breeding habitats for many species of frogs, fish and birds.

Reconnecting the floodplains and wetlands to the main river will allow plants and animals to move throughout the river systems and colonise new areas. Connectivity also supplies organic matter and nutrients to the River system, which increases productivity and the transfer of energy up through the aquatic food web.

Higher flows also stimulate breeding by native fish species such as Murray cod, silver perch and golden perch, and will improve the chances of successful recruitment by improving habitat availability and food resources.

Fish and frogs will move from the deeper river into the food-rich waters of these shallow habitats to breed and, in turn, provide more food for birds, turtles and yabbies.

**SA Department of Environment and Water website**

The River Murray flood is likely to be the most significant natural disaster in South Australia's history, the Emergency Services Minister says, with further analysis on the extent of the damage to be released in the coming days.

**InDaily January 2023**

The Coorong, Lower Lakes and Murray Mouth form an internationally significant Ramsar listed wetland, which continues to recover from the impacts of the Millennium drought.

These higher flows will have great benefits for this part of the river system. The flushing flows have helped scour out the Murray Mouth halting the need to dredge for a period of time. Flow through the Murray Mouth is important to flush salt and pollutants from the entire river system and keep water levels and salinity in the Coorong at healthy levels.

It will also support habitat for native frogs such as the southern bell frog, small-bodied fish such as the southern pygmy perch and boost invertebrates that are food for wetland birds. **SA Department of Environment and Water website**

## **How has the most significant Murray Darling Basin flood event in years impacted upon people, boating and the environment? Some reflections, some stories.**

On Saturday the 8th of January the **PS Oscar W** was steaming downstream through the Hindmarsh Island Bridge navigation pass in the high current flow. This is the narrowest part of the River in the Goolwa region and always challenging for large vessels.

Unfortunately in this passage she was affected by the high current flow and collided with the bridge safety barriers on her starboard side. The boat, crew and passengers returned to the wharf safely.

On Friday the 13th of January the **Oscar W** was towed to the Hindmarsh Island Slip for assessment and repairs to her starboard paddlebox, decking and sponson supports.

**PS Oscar W Friend's Facebook page January 2023**

While the period immediately following a natural disaster could be a relief, it was important for those impacted to consider their long-term mental health.

"The initial post-response phase can actually be quite a positive time because there's community bonding, disaster relief agencies are present and voluntary agencies are helping."

**SA Health chief psychiatrist John Brayley**

Tony Sharley knows there will be pain with the cleanup and that the high waters will lead to some suggesting hard work on returning environmental flows to the Murray should now be abandoned, but he warns they should not lose focus.



Photo: Belinda Willis

Sharley admits the current flood water is playing havoc with his business. A new eco houseboat was launched by Tourism Minister Zoe Bettison in June but is now empty, tethered safely in Renmark but bringing in no revenue.

Nor are there tours or leasing of their other houseboat, with Sharley looking to access State Government relief funding for businesses being hit hard all along the river.

Tony Sharley points toward three river red gums he calls The Generals, the 600-year-old trees standing at attention as Captain Sturt traversed the River Murray and now getting their first decent drink in nearly 50 years.

Their branches will soon sport a profusion of light, green growth as the flooding waters upstream of the Murray Mouth at Murtho begin to recede, delivering the waterway its greatest environmental gift for decades.

"Red gums and the black box trees higher up are the signature of previous floods because that's where they germinated, we have trees here that are 1000 years old,"

**Tony Sharley InDaily**

**Continued page 9**

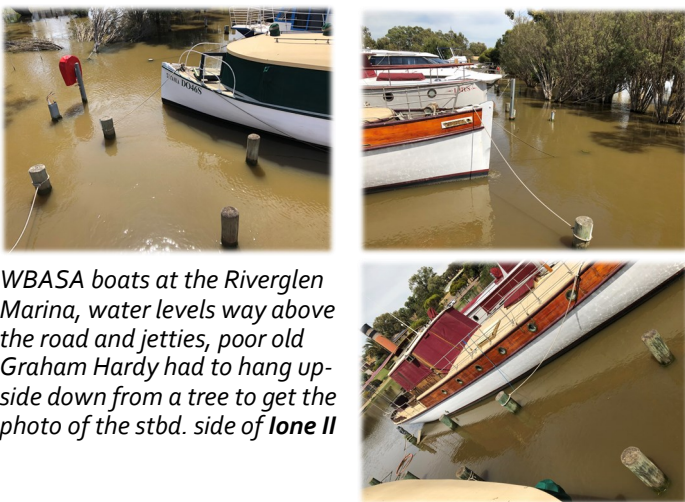




**People's reflections on the Murray Darling Basin floods 2022—2023**



**Murray Bridge, water nearing its peak, Facebook**



**WBASA boats at the Riverglen Marina, water levels way above the road and jetties, poor old Graham Hardy had to hang upside down from a tree to get the photo of the stbd. side of *Ione II***



**Young Carp washed up by Granite Island, Facebook**

Property owners likely to be inundated by the river were encouraged to use sandbags. Just go to the show grounds.

My neighbour and I took the trailer  
 "Hello girls. How many bags do you want?"  
 "About 20"  
 "Ok here is 25 oh, we'll give you 50."  
 Over to the sand heap with the trailer.  
 2 Large SES chaps appear and shovel sand (damp) into bags and toss them into the trailer.  
 "Hang on, how are we going to lift them out? "  
 "We will put less in." Oh yes?  
 We took the groaning trailer to the shack.

The water was rising but no discernable current. On enquiry there was no one to help us place the bags. By tipping half the sand out into a bucket we could manage to wade through the water and place the bags topping them up from the bucket in situ. After 2 days we had a small wall with black plastic against the glass doors hoping to prevent damage from floating debris .

**Anne Potter**



**Matilda, safe and sound at Mannum Marine although she was 3.4m above normal level at the time. The walkway to the service channel is now also a channel and the photo from her stern shows the 4m extension pole barely above the water.**

As water levels rose we had to get the boat to Goolwa and we couldn't pick and choose the weather or the day. Travelling from Riverglen Marina at 5.00am it was a gentle cruise at 4 knots until Wellington. My brother remarked, "what could go wrong", hmmm. The stretch from there to Pomanda Point was like a washing machine, rough water like I have never seen. Then it was a strong head wind and short sharp breaking waves, we knew the boat was safe, we weren't sure about our lunch. We got there late in the day, tired, but gee, I really enjoyed my first Lake crossing.

**Barry Conway**

A local Riverland Historian is planning to collate stories and photographs that have been posted on Social media.

These will form a record of the highs and lows (pardon the pun) of the 2022—2023 Murray Darling Basin floods in South Australia.

**ABC Riverland**

**Murray River flood photos on social media to help create archive for future planning**

ABC Riverland / By Sophie Landau and Timu King  
 Posted Tue 24 Jan 2023 at 6:24am



Murray River flood photos shared online could help authorities plan for future events. (Supplied: Grant Schwartzkopff)

Archive experts say images and videos taken of the Murray River flood will provide critical insights for future generations.

**Key points:**

- Social media pages dedicated to the Riverland floods have been inundated with images
- Archival experts say the images could help local governments plan for future events





## Flood waters adventure for Avalon

Jackson Wickham



Bookmark Creek around Renmark is not normally accessible to boats due to the regulator that blocks navigation at the rear of Jane Eliza Estate on the town's edge. But with the flood now in full swing, and the regulator submerged up to the top handrail, Renmark's smallest - and currently the only operating Paddle Boat in the Riverland - set off over the top to break a 105-year-old record.



On October 14th, 1917, the Renmark Irrigation Trust's Paddle Steamer, the **E.R.O.** made history when it left the flooded river and travelled across the flats around the back of the Renmark Hospital to the Ral Ral Ave. crossing. (Today the site of the 'Hospital Bridge') In tow was the old Paringa Punt, destined for the Twenty-First Street Bridge, which was underwater, to act as a Ferry Service between the Township and Renmark West over the flooded Bookmark Creek.

While the Twenty-First Street Ferry was a comedic saga in itself, the **E.R.O.** could only navigate as far as Ral Ral Ave. where the power lines prevented her from going further, the Punt was then maneuvered the second half of the journey by row boats.

From 1923 the Ral Ral Ave. Bridge prevents any Paddle Steamers from navigating any further during a flood until our opportunity came about this year with the **Avalon**. Our objective: To navigate under and beyond the Hospital Bridge and on to the Twenty-First Street Bridge if possible.



And so we did on November 27th, 2022. Setting off from our makeshift boat ramp from a steep drop on a closed road next to the Liba Liba Slipway, which has also now gone underwater, around Jane Eliza

and along a flooded road to the Hospital Bridge. This was achieved quite easily.

Clearance under the Hospital Bridge was a bit light on! The **Avalon** is around 2.2 metres high from the water level and the bridge's clearance at the time was only about 2.5-2.6 metres. By the following week it was too low to pass.

From the Hospital Bridge to Twenty-First Street we stayed out of the normal course of Bookmark Creek to avoid the current and instead travelled along the flats on either side, weaving between bushes and trees only knee-deep in water!

We arrived at the Twenty First Street Bridge, the first Paddle Boat to ever do so and moored alongside the road. (Our normal trek into town from my house) Within three days the water was pouring over the road and is at the minute over a foot deep.



We managed the trip home again across the flats in and around the bushes. Managing the whole round trip without touching a single tree stump - by some miracle!

While the Boat Ramps are all out of action at the moment, if you can find or make your own, it's an interesting trip to make if you're keen. We intend to go back as many times as we can before the water drops.

Some time ago I had tried to convince the Dept. of Environment & Water to have their new proposed regulator moved downstream to the other end of the creek to allow boat access all the time even further than Twenty-First Street, to no avail.



1 of 1  
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**WOODEN BOAT ASSOCIATION OF SOUTH AUSTRALIA INC**

GENERAL MEETING 05 DEC 2022

HOTEL ASTOR

Meeting opened 19:30

Announcements: Susie Skinner's **Helen** sank, probably due to dry planks, and was refloated. Robert Gibson has bought **Yarrah**.

New members, guests: Nil

Apologies: Peter Allen, Sue and Tony Hoff, Phil and Wendy Watson, Dzint & Ruth Jurevicius, Rick Hardy, Gill and Angela Leaver, Allan & Kathryn Durden, Sharon Mc Nicol,

Michael Gannon, Richard and Di Sanders, Jane Boroky

Correspondence: Bank Statement

Minutes of previous meeting: proposed Chris Dobson, seconded Gerri, accepted.

Business arising: Nil

Matters under consideration: Defib and first aid kit; Association insurance; 'Where do you get it?'; Square card reader; review of Public Officer

Events report: Aarron Pearse discussed Riverside Hindmarsh Island; Cadell Hogwash Bend (under water) now a lunch; Moonlight Run no longer Mannum, probably Goolwa, with Mannum to be reprogrammed; all 2023 events are on Facebook.

Port Victoria still on but maybe an alternative weekend. Fred reported Classic Thursday Port Adelaide River in March.

Wooden Boat Festival April 2023: Stephen Conway – last held in 2019. Now scheduled for Alexandrina Cove (middle pond of Coorong Keys, Hindmarsh Island). Friday Night 28 April will be a Boaties BBQ in Alexandrina Cove Function Centre.

Membership: Gerri Dobson reported 268 members, 169 memberships. Please update boats to Gerri by email or SMS.

Treasurers Report: Rosi Hardy reported November Opening balance \$19393.12 and Closing balance \$19337.10. Insurance renewal the biggest expenditure Report proposed Rosi, seconded Anne McCutcheon, passed.

Editor's Report: Stephen Conway spoke on Crows Nest, Significant Boat Register; Classic Thursdays

Any other business: request for info on places of interest.

Golden Rowlock: and the winner is: Angela Leaver for numerous contributions, but mostly for her pattern of contributions of a culinary nature.

WBASA Christmas Quiz: Hosted by Chris Dobson, won by Aarron Pearce, second place Shawn Gear, third place subject to a tiebreaker and won by Graeme Kennelly.

Meeting closed: 21:30

**Christmas at Riverside—didn't we have a lovely day...**

The weather didn't look that promising in the morning with some lightning and thunder around, so many people chose to drive to Riverside. Fearless as ever Barry and his daughter rugged up and putted off in **Gumleaf**, (although he did have to take the strap out to the Blaxland).

Regardless of what transport was used everybody had a lovely day. Many thanks again to the Irwin family for access to their wonderful Hindmarsh Island Property.

It was also a good day to hand over Angela Leaver's well-deserved Golden Rowlock.



Contact **Bruce Gayther**, one of our friendly staff, about your unique insurance needs and to discuss the benefits available to WBASA Inc members

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**Classic Thursdays - what day and what weekend?****Stephen Conway**

On Thursday the 16th of February we were to hold the second Classic Thursday for 2023. It was a hot day out on the water however, (forecast 38 degrees, actual 40 degrees and 25 kt winds) so after some deliberation we cancelled.

(Note to organiser, have a standard cancellation policy in future to avoid confusion).

On a related matter. There has been a bit of discussion around what is the best day of the week to hold Classic Thursdays. (I know that sentence seems a little bit bizarre).

Once upon a time it was never an issue, Thursdays suited people and that was it. Now, with the people who attend there are some that can come to Thursdays sometimes but Fridays suit these people much better. There are a couple who prefer Fridays but don't mind Thursdays and others who don't care too much either way as long as they have an opportunity to get out on the water.

My solution for what its worth is we will try and make them alternate and also adapt to each circumstance. To that end the March Classic Thursday will be held Friday the 17th. Note, this is the same weekend as the RCBC Clayton event and also the week before the Pt Victoria Weekend.



resident seals, to the salty waters of the Coorong.

Hopefully we can get to the Coorong Café for some fresh fish and well cooked chips!

Whilst flood waters are receding we will return to Goolwa to undertake the trip we planned for February. We will head out from the public boat ramp down through the Lock, slowly so as not to disturb the

Not really a Classic Thursday but I want to alert you to an event I have responsibility to coordinate. The nine year old story about a trip up the Glenelg River you read on page 7 was not just an random piece of WBASA history.

As noted in that story the June 2014 combined event between WBASA and the Victorian Wooden Boat Association was a successful event, so much so the participants all said, they should do it again.

And so WBASA are organising a combined trip in late September of this year. I have been in touch with our Victorian friends as well as the Glenelg River Classic Boating Group, both are interested.

The weekend is scheduled for 29th of September to 1st of October, the weekend of a Victorian Religious event the AFL Grand Final. No doubt that will dissuade some. This is a long weekend in Victoria and with the Grand Final on there will be an impact upon accommodation.

Monica and I have done very little boating on the Glenelg River. So we are looking forward to exploring a very different river to the Murray. We did hire a clinker fishing boat from Nelson on our honeymoon but after 5 minutes I turned off the motor and started to row the boat. Only to find the guy who hired the boat to us chasing us in his cabin cruiser because he thought we had broken down. So much for romance!

If you are considering coming along for the cruise please let me know and also please organise your accommodation.




---

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## Playing around at Armfield is serious business

Players at Armfield Slip now know what it's like to be a juggler, with multiple projects in the air with various squads moving things along.

Salvage was one unexpected project; one of our steel-hulled pontoons decided to spring a leak and gradually the thing worked its way towards the thankfully shallow bottom of the River Murray where it was moored.



A preliminary examination showed that it would have been difficult, bordering impossible, to do anything about it on the water so the decision was made to strip the hardwood decking and dispatch the metal pontoons to the scrapyards.

Goolwa Cranes again came to the rescue and lifted the tubular metal pontoons on to the river bank, once the considerable amount of water had been allowed to drain out. A deal was done with a scrap metal merchant who, equipped with a serious crane on a truck, removed the pontoons from our site.

We're not feeling the loss; we are getting very close to having a new jetty built which will include pens for our boats rendering surplus the four remaining pontoons we have. We have plans for them but further investigation is required.

Around the shed, our 17ft Hartley half-cabin cruiser should be completed by the time this edition goes to print; it is for sale and comes with a refurbished trailer which has been fitted with brakes. Exterior of the hull, decks and cabin have all been fibreglassed and the finish is of a high standard. Any takers?

**Gladys**, the half-cabin cruiser which is believed to be the second-last boat built by the Armfield family, is being rebuilt as a static display. Work is well under way with stripping of any rotten timbers and sanding down the good stuff. We hope to gain approval for a shelter for the craft alongside our shed so that it can be displayed to the public.

With various diversions out of the way, the team which had begun work on the major rebuilding of our 1941 Naval cutter is back in action. In addition to replacing large sections of the garboard planks, part of the team has been completing some impressive grating which will be used for the floorboards and rear deck.

Now out of the shed after some intensive work are the spars for the vintage yacht **Brigand**. These were craned clear of the hull before Christmas but rather than "a sand and re-varnish" there was some significant repair work required, particularly to the yoke of the massive boom.

All three items were rubbed down to bare wood, treated with wood preserver and hit with multiple coats of Sickens and paintwork where required.



To complete the job we rubbed down and refinished a number of timber cleats and rigging blocks.

Armfield member Curt Heinrich offered us back **Jester**, the Clausen putt which Armfield restored and which he bought several years ago. The committee decided to accept the deal.

The Clae engine needs attention and has been removed and the hull and decks, which are in good condition, are being rubbed down and refinished. This boat, which comes on a registered trailer, will also be offered for sale.



And in case our members didn't have enough to do, we're have been busy selling raffle tickets for the Guillemot sailing dinghy which we have built. We do one every two years as our major fund-raiser.

There are 14,000 tickets on offer, at \$2 each and teams of members have been taking the boat and trailer to the local supermarket and open-air markets in a gratifying display of extra-curricular activity.

Second prize in the raffle is a really neat little "flat-iron" dinghy donated in almost finished form by member Rob Hylton.

And in our spare time we're preparing our boats and displays for the Wooden Boat Festival in April...

### Help wanted

Graham Hardy

Hello members, are any of you interested in designing and managing a new website for WBASA?

We would like a site that can be accessed from computer, tablet or mobile, with the ability to send group emails, and Individual login for members.

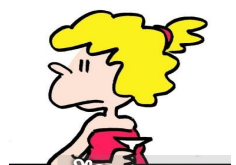
If you are interested, know of anyone who may be interested or have experience in this area, please phone; **Gerri Dobson 0403 172 314 to discuss**. Your help would be greatly appreciated.

PS And to remind people about the methods we use to communicate to members we have 5 main approaches;

1. Directly through emails to members
2. Bi-monthly through Crows Nest
3. Bi-monthly through General Meetings
4. On an as-needs basis through our FaceBook page
5. Through the use of our website as a repository for policies etc and the digital library for Crow's Nest as well as promoting WBASA to non-members.



I think the President forgot about that great WBASA tradition of drinks-based story telling!



## Boating, just a coincidence



Monica and I recently travelled by road to Canberra. We had not been there for a long time and had planned to visit art galleries, museums and old Parliament House. Boating was not on the joint itinerary.

Imagine Monica's surprise when she came out of an exhibition at the Australian Museum to find out that I had been on a private tour of the **PS Enterprise**, a museum exhibit moored on its own Lake Burley Griffin wharf alongside of the Museum. Thanks to David Wardle and other volunteers for showing me around the **Enterprise and** giving me a couple of copies of the well written associated book mapping her history.

I had inadvertently gatecrashed a safety training day for the boat's volunteers without knowing it, and was apprehended up in the Pilot's Cabin imagining if the Molly Ellen should have an upper deck. Luckily they are now better equipped to apprehend stowaways! The **Enterprise** is in good hands and they are all very keen to get her out and about on the Lake now that Covid restrictions are over.

Further surprise awaited as the next day I had made the acquaintance of Captain Jim Paterson who coincidentally runs Lake Cruises on two electric vessels on Lake Burley Griffin. Jim was delighted to catch up with me and indicated how much the Canberra Traditional Boat Squadron appreciated the digital copy of Crow's Nest they receive. Jim also indicated that several members were usually on the lake by a café on a Sunday morning around 9.30am and he would be cruising from 10.00 am.

Coincidentally I suggested a Sunday morning stroll along the Lake. We were very fortunate to see Jim and that he was able to take us for a two hour cruise down the lake to the bottom Weir and Governor General's residence, Yarralumla on that Sunday. We were on the larger of Jim's two wooden boats **Gull** which was believed to have been built in the early 1950's to fish out of Geelong. She was converted by Jim to electric power in 2012.

Jim is a mine of information about electric boats and doesn't mind a chat. Probably due to his long career in Public Radio. I learned a lot about **Gull**, the Lake and Canberra on that trip and apart from water going past the hull none of it was disturbed by motor noise.

As mentioned Jim has two electric powered boats. Unfortunately I didn't get to see the other one, maybe next time I am in Canberra, you never know where coincidences may take you. One important item that Jim did mention is the electric motors and batteries that supply their voltage can be sized for cruise times. This is because the Lake is not tidal and although it can get rough it generally has a low flow so if you take the hull size and passenger capacity into account you can do a good estimate of cruising capacity at normal speed.

Did I mention that Jim was a story teller. He told me about the pseudo submarine of Lake Burley Griffin and its plastic periscope.

Allegedly someone rigged up a black drainage pipe with fittings to a weight and float arrangement and this floats around on the Lake with just the *periscope* showing. Coincidentally we didn't spot it on this cruise!

Cruising on the large lake on a large cruiser powered by electric motor was a delight. Jim has promised to do a profile on the boat for Crow's Nest. His other boat **Cygnnet** was built in Canberra as a steamboat but was converted by Jim to electric power in 2002. We can thoroughly recommend you go on one of Jim's cruises, they are magical.

(Thanks to Avis Woodward for the photos of **Gull**)



## The Wooden Spoon

Giulia Corradetti

### Ricotta & Orange olive oil cake.

Serves 8

250 g caster sugar

zest of 2 oranges

3 eggs

100 ml freshly squeezed orange juice

150 ml extra virgin olive oil

250 g (1 cup) fresh ricotta

250 g of self raising flour

Icing sugar for dusting

(Rum or Brandy also if the cake is to be used for purely medicinal purposes)

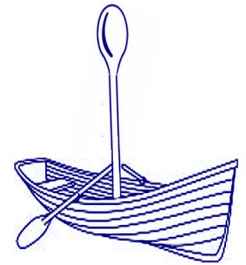
Preheat the oven to 180C Grease and line a 23 cm round cake tin.

Place the sugar and the orange zest in a large bowl. Rub the orange zest into the sugar until it is damp and fragrant. Whisk in the eggs until combined. Add the orange juice and pour in the olive oil. Add the ricotta and whisk it all together, then gently mix in the flour until just combined.

Pour into the prepared tin and bake for 45 minutes or until a skewer inserted into the middle of the cake comes out clean. Allow the cake to cool in the tin for 10 minutes, then remove from the tin and continue to cool on a wire rack.

Once cool dust with icing sugar if desired, goes well with a cup of coffee, or even a glass of wine.

The cake will keep in an airtight container for 3-4 days, but only if you can hide it from teenagers, the wine will never last beyond a day if a boatie is around!





## WBASA Inc. General Information.

### Membership

Welcome our new members

Dean and Julie Cowan as well as Bernard and Frances Goble

Looking to join WBASA? Email [membership@wbasa.org.au](mailto:membership@wbasa.org.au) for all the relevant information.

Our memberships are currently sitting around 180 made up of over 300 individual members.

### WBASA Banking Details

Bank SA BSB: 105-025 Acct No: 121901440.

If you make an EFT payment, please add these details; your surname, membership type, and the purpose of the payment.

If you pay in monies at a Bank SA branch, please ask the staff to write your surname and purpose of payment, ie subs.

### Password for Member's section of WBASA Website

Username: **members** Password: **wbasawelcome**

### General Meetings

WBASA generally meets on the last Monday of even months at the Astor Hotel, the exception is the Goolwa meeting in October. It pays to always check on your WBASA Calendar or the website for the exact date and location. Please arrive at about 6.30pm for dinner. The meetings start at 7.45pm.

### Committee Meetings

The committee meets on the last Monday of odd months at Auchendarroch, Mount Barker from 6.30pm.

### Crow's Nest

Your projects, voyages, ideas, boating tales, poems, recipes, boat stories, boat profiles, requests for information and advertisements are all welcome. The deadline is the 10th of April for the April edition. Photos are encouraged. Contact Stephen Conway, **0401 125 035** or [editor@wbasa.org.au](mailto:editor@wbasa.org.au)

### Membership:

Individual \$45; Country (> 80km from Adelaide)\$40; Concession \$40 Full/Family \$50; Country (>80km from Adelaide)\$45; Concession \$45. Contact Gerri Dobson, **0403 172 314** or [membership@wbasa.org.au](mailto:membership@wbasa.org.au)

### WBASA Merchandise

**WBASA Clothing :** Several colours and sizes available. We can also arrange the embroidering of your boat name on your garment.

Rugby tops:	\$60
Polo shirts:	\$30
T Shirts:	\$15
Caps:	\$15
Burgees:	\$35 large: \$15 small
Lower River Murray Flag	\$20
Brass Plaques:	\$30 we order these in lots of 5
Wooden Plaques:	\$15 varnish or paint in your boat colours
Wine Glasses:	\$ 6
Stubbie Holders:	\$ 4



Contact Anne Potter on **0405 418 710** [apotter.tp@gmail.com](mailto:apotter.tp@gmail.com) or the website [www.wbasa.org.au](http://www.wbasa.org.au)  
Some merchandise available at meetings

### Your 2022 – 2023 WBASA Committee

President	Graham Hardy	0412 822 055	<a href="mailto:president@wbasa.org.au">president@wbasa.org.au</a>
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Membership	Gerri Dobson	0403 172 314	<a href="mailto:membership@wbasa.org.au">membership@wbasa.org.au</a>
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Member	Richard Sanders	0418 819 138	<a href="mailto:richardfs@bigpond.com">richardfs@bigpond.com</a>
Member	Di Sanders		<a href="mailto:disanders2@bigpond.com">disanders2@bigpond.com</a>



Di, Gerri, Rosi, Chris, Aarron, Rick  
Richard, Anne, Graham, Lyndon, Stephen  
(Alan absent)

## Advertisements

Adverts are generally published in the newsletter for 2 editions and placed on the website for 2 months with a right to renew if space is available. Members advertise for free. Commercial advertisers and non-members are charged a nominal fee. Advertisers are encouraged to refer to the website for full particulars or contact the editor.

*The adverts below are abbreviated, more information from the seller, photos etc may be available on the WBASA website or Fb.*

***WBASA takes no part in any brokerage and accepts no responsibility for the accuracy of the advert.***

***PLEASE NOTE THAT IT IS YOUR RESPONSIBILITY TO CONTACT THE EDITOR IF YOU WISH TO HAVE YOUR ADVERTISEMENT REPEATED.***

### Boat painting

Would you like your boat painted?

I am not going to get the roller out to antifoul your hull, or varnish all of that lovely huon, teak or mahogany on the love of your life.

But I do enjoy the challenge of painting boats, give me a ring or drop into twin Pines gallery on Hindmarsh island

**Dzint M 0418 852 307**



### Putt Putt *Louisa Anne*

Built by Clausens, 4.6m x 1.8m, Fully recond Blaxland twin pup 5hp a commercial fishing boat from Yorke Peninsular. Trailer is original of the era, 4 polished posts and canvas top give sun shelter. This boat has a great history and many original features.

Price can be discussed, it's negotiable

**Alan Thompson M 0410 010 230**



WBASA Supports the Festival and wants members who are available to please consider volunteering over the 2 days of the Festival.

**Volunteer — South Australian Wooden Boat Festival - Goolwa**  
[sawoodenboatfestival.com.au](http://sawoodenboatfestival.com.au)

**Ph 1300 466 592**

### Putt Putt *KERMIT*

Recently renovated 4.36 open boat, v good hull, fibreglassed to waterline, in extremely good condition Currently powered by Morris sv petrol engine converted to 12v. New top-side decking, reg. Dunbier trailer complete Asking \$5,700

**Ph Ian 0427 535 019**



### Brand new Payne cruiser

Never in the water, epoxied in/out, quality ply. New 20hp Tohatsu, 4st on tandem trailer. Fit out left to owners requirements. Based upon a classic 6m fishing boat. Photo is sister boat. \$27k

**Nick 0451 714 644**



### Wooden Sailing Boat

16ft Hartley *Orca*

Needs some TLC- no outboard

\$3000 Ono

**Barb 0401 853 010**



### For sale:

18ft trailer sailer yacht (TS1975) Bill Porter designed and built "Porter Sou-Wester", GRP hull, without any dings or repairs and a set of sails, all in good condition. Sail uphaul needs replacing. Two berth cabin and a wind down keel. Trailer is unregistered and does not have lights, otherwise functional. No motor. Currently located in Old Clayton \$2,500 ono.

**Phone Geoff 0408 800 468.**

### 14ft David Payne GRP Dinghy

In new fresh painted condition. Yamaha 4hp outboard. Oregon strip planked construction with west system epoxy coating. Ready to use.

Reluctant sale \$3500. Needs a trailer and new home.

**Phone Brian 0419 634 110**



### Roof Topper

Great little boat by a great boat builder. Stitch & glue, row and or motor, brand new, lightweight and strong construction, registered with HIN \$1100 ono

**Chris 0407 794 613**



### Never ever

There are some things we would never advertise. If you have got a wooden boat for sale, or classic parts, or are looking for something let us know, our adverts work.

**Stephen 0401 125 035**

And then Satan said:

