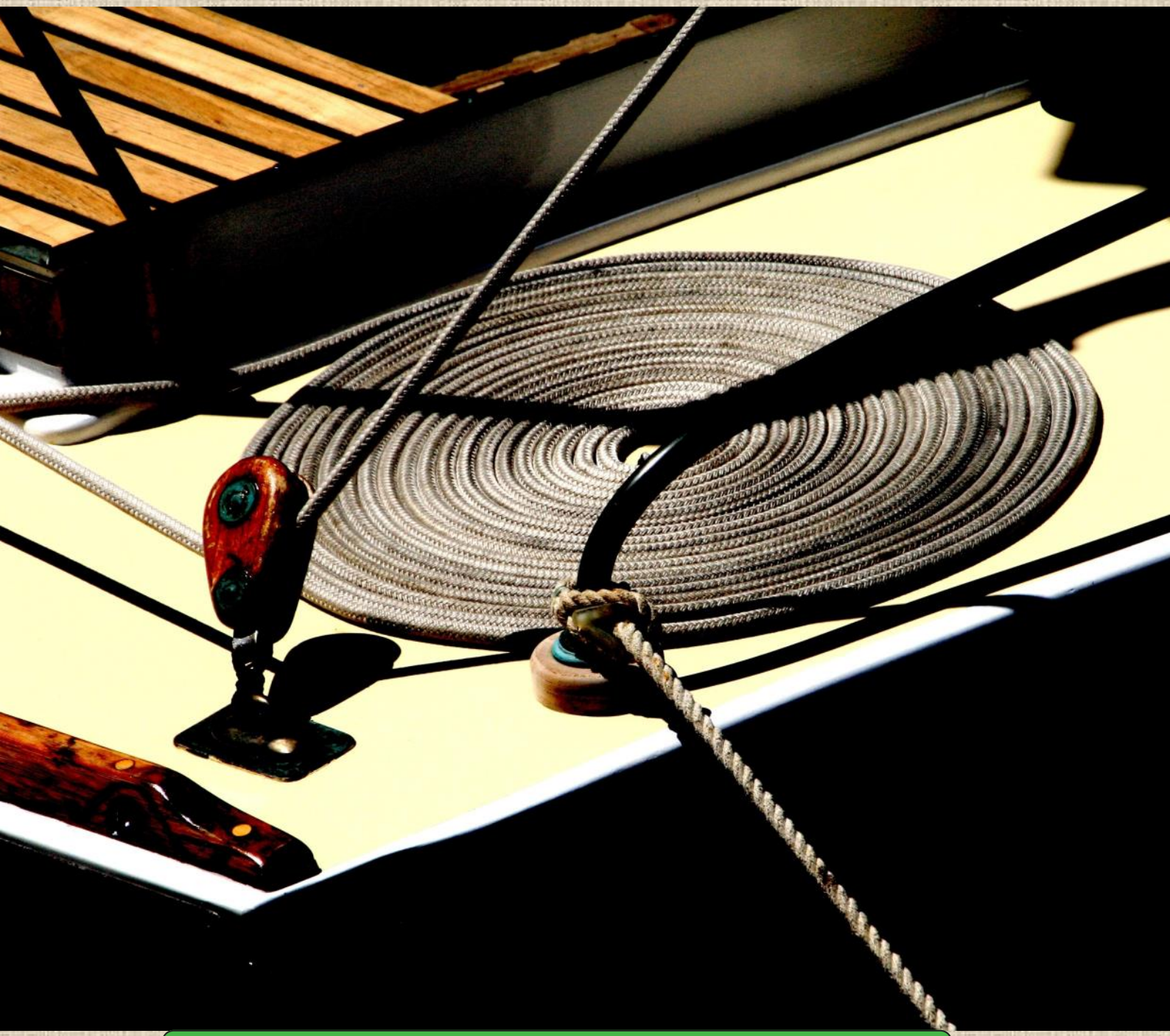
Scuttlebutt

July 2018

WOODEN BOAT ASSOCIATION NSW



Taken at the ANMM Classic & Wooden Boat Festival , 2012

President's Report

Jon Bell

Hmmm, to apologise or not to apologise, that is the question .....

It seems my column last month was emotive enough to generate some feedback (which itself is an improvement on none) and it was along the lines of "what's with all the negativity?" and it is indeed a valid question. Members are building or restoring boats (and other artefacts), meetings are reasonably well attended (given that many cannot), the Association is financially stable with good reserves, we have no internal politics or ideological divisions to contend with, we are connected with other organisations with similar interests ... what's not to be happy about? My point was, and is, that the road to happiness is smooth and sweet as long as other people are pumping up the tyres. I'm sorry if anyone felt it was too negative, but the TPC (Tyre Pumpers Collective) needs to be growing, not shrinking.

Talking of positive links to other organisations, I recently made a trip to Port Macquarie via Smith's Lake and Coffs Harbour. By pure coincidence (honestly, yer 'onour) our accommodation at Smith's Lake was a stone's throw from Brian Jones' place (he of Bellinger Canoe fame, if not fortune) and since my 9 yo grandkids are half way through building one (and taking considerably longer than a three day weekend, but that's another story) I thought I'd look him up. I'd like to say that we had a beer or two and

talked about kids and boatbuilding but as he was out of town it would hardly be accurate! I did have a peek at his steamboat under the covers and made a mental note to return with some warmer weather. He lives in a nice part of the world.

Coffs Harbour has a harbour (an international marina, no less), a timber jetty in need of restoration, a small maritime museum and several creeks, but seems to be a desert regarding anything of interest to the WBA. For this part of the holiday and in the interests of marital harmony I was quite prepared not to look too hard and I would be happy to stand corrected by the more enlightened.

The stop-over in Port Macquarie, on the other hand, was planned specifically to visit the Mid North Coast Maritime Museum. I say planned but that stretched as far as booking a place to stay and not booking anything else

MNCMM covered slip and work area at Hibbard's old boat yard, with view through to current project, which, all being well, is planned to be finished by the end of September. Most of the machinery has been donated to or purchased by the museum, and in many cases was once in Keith Chambers' own workshop.

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Meets at the Gladesville Bowling and Sports Club, the 2nd Tuesday of every month at 7:30 pm

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Participation in events organized by the Association may involve certain risks which include the possibility of harm or damage to vessels, equipment or persons inherently associated with the perils of the sea or weather. Such risks will require the exercise of the prior judgment of members on behalf of themselves, their guests and invitees whether to commence or continue any particular activity irrespective of information supplied by Association officers.

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to do. I didn't even know where it was. Driving around trying to find said accommodation and needing to do a u-turn, I picked a street at random, turned right and found myself almost driving onto an old chain ferry with some interesting looking boats both moored and ashore and, oh look, a sign saying Mid North Coast Maritime Museum .... well fancy that ('onest, yer 'onour). I was assured Keith Chambers would be in the next day (only open Wednesday and Saturday) and returned to play Hunt the Hotel. Yes, I have heard of in-car GPS but Zen is so much more fun and besides, we wouldn't have passed the old pilot cottages up on the headland with

Outboards – The Old Boathouse in the town centre has quite a few old engines, inboard and outboard

the sign saying ... Mid North Coast Maritime Museum, or the old boatshed in the town centre with the sign ... Mid North Coast Maritime Museum. (Wife Jane is starting to suspect that my apparently erratic navigation has a certain bias).

Long story short, the museum is a wonderful place to visit. Keith manages the practical side of things at the old Hibbard boat yard and slipway and was very generous with his time in showing me around and over some of their current projects. As always, old boat yards attract old boats and with not too many volunteers and limited resources they have to pick their battles carefully. If you want a project boat and you're serious about saving it, give him a call; he might well have something for you! The pilot cottages and the relocated & restored boat house have more static displays, including some full size dinghies and models, old outboard motors and hand tools and so on, and are well worth allocating some time to explore.

Back in Sydney, members gathered for the June meeting to hear Tim Calleia talk in more detail about his 2017 Hal Harpur Award-winning Penobscot 14 project. During the nominee interviews at the December Award ceremony, Tim said that, working as a plumber, much of his work was eventually hidden from view. With this boat, he wanted to create something that would be a feature in its own right. Working in fairly cramped conditions, over several years, he certainly achieved that. Having a clear goal also helps with the hard decisions; such as, can I stop sanding now and start painting? Well, what are you building – a functional boat or a thing of beauty? Oh, all right then, break open another pack of 600 grade sandpaper ....

Nick Lawther exhibited the latest merchandise item – short sleeved white polo with WBA logo and top pocket, and made good sales on the night. If they continue to move quickly we will be placing another order before summer so register your interest if you miss out. Nick will be back in the UK for a couple of months and Sally Ostland will be holding the fort in the meantime. Thanks Sally.

Yet more donated items were auctioned off; some aids to navigation for use with paper charts found a willing home while yours truly was fortunate to win an interesting set of fids for eye-splicing various sizes of double braid rope and hopefully by this time next year I'll have figured out the instructions.... (Peter Gossell said they were actually much easier to use than the previous method of constructing a double-braid eye splice, which gives me new-found respect towards such riggers!)

Winners of the raffle draw were Ross Gardner and Les Cocker pictured with our guest speaker Tim Calleia.

Ross Gardner and Les Cocker shared the raffle prizes.

Hal Harpur! Nominations close September 30th – only 3 months of chilly evenings away.

Hal Harpur Award & Christmas Dinner – details for ticket sales will start to appear in this or subsequent editions and in the eNews – don't leave it to the last minute.

The July Meeting speaker is Peter Gossell with a talk based on his CWBF presentation about working on Boomerang (seen here with Protex at Bantry Bay). Not many people made it to the April session so now's your chance to hear from our well-respected shipwright about the trials and tribulations facing this popular vessel.

Until then, Happy Building (or stripping, sanding, painting, polishing or even, hopefully, boating!)

Jon Bell

A little Nostalgia

In March while attending the funeral of Lars Frostell, Bob Tullett approached me with this booklet - published by the WBA in 2001. I hadn't seen it before although my vessel is recorded in it.

WOODEN BOAT ASSOCIATION

Wooden Boat Association
of
New South Wales

Centenary of Federation Boat Register 2001

Complied September 2001

In this booklet is a list of boats owned by members of the Wooden Boat Association of New South Wales. The list was gathered on the occasion of the Centenary of Federation Celebrations in the year 2001. The list is meant as a resource for researchers but also as recognition of the diversity of vessels kept and maintained by members of the Association.

It may not be used for any other purpose without written permission from the Committee of the Wooden Boat Association of NSW Inc.

The information used to compile this list is from the Association's member's response to a questionnaire.

The Committee apologises for any errors or omissions in transcribing the information.

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The Wooden Boat Association of NSW is part of a national community of wooden boat enthusiasts whose purpose is to enjoy, share and promote an appreciation of wooden boats of all shapes and sizes.

The Association meets monthly on the second Tuesday evening of the month to hear talks on a range of topics, swap yarns and share an ale or two. A variety of water and land based events and social activities are conducted throughout the year.

New members and visitors are always welcomed. Boat ownership is not a requirement, just an interest in wooden boats.

Further information and Membership Application Forms may be obtained by writing to The Secretary, WBA of NSW, PO Box 586, Drummoyne, NSW 2047.

	Builder	Location	Date
	K Lyneham	Penrith, NSW	1994
	Slazengers	Parramatta River, Sydney	1944
(Z)	Paterson/Ramsay	Killara, Sydney	1974-80
	Kemi Yachts	Sydney	1989
	Alex Lacco	Melbourne	c1950
	Fisher	La Perouse, NSW	1950
			c1962
	Jim Perry	The Spit, Sydney	1948
	Charles Lucas	Battery Point, Hobart	1923
	Duck Flat Boats	Goolwa, SA	1998
A)	E Tyson	Devonport, Tasmania	1967
	Williams	Drummoyne, Sydney	c1938
	Trevor Gowland	Mona Vale, Sydney	1959
	Alan Murray	Brisbane	1987
	Halvorsen	Sydney	c1950
	Bill Fisher	Putney, Sydney	1972
A)	Tom Balfour	Berry's Bay, Sydney	1990
		Narooma, NSW	1933
	Herb Hapboldt	Venice Cal. USA	c1958
	de Voogd et al	McMahons Point, Sydney	1978-81
NZ)	S Abbott	Bay of Islands, NZ	1980
ce	Wallace/Larkin	Berry's Bay, Sydney	1990
	Harry Dondon	Putney, Sydney	c1950
		Sydney	c1020
	J Robinson	Balmain, Sydney	1928

There are 77 entries in the booklet indicating that we have grown over the last 17 years or that a number of members weren't captured at the time.

Other than the table of vessels and owners at the front, the bulk of the booklet contains specific information of each vessel, history and a drawing or photograph..

If interested, I can organise a scan or copy for you.

Fairlie II	A Bluett	Cutter	42'	8'4"	William Fife III	T Inches (?)	Battery Point, Hobart	1899
Fidelis	N Stoke	Sloop	60'	10'	Knud Reimers	Lidguard Bros.	Auckland, NZ	1964
Flora May	P Rowe	Converted Trawler	33'	12'		Jack Fisher	La Perouse, NSW	1954
Franklin	P Schwartz	Sloop	43'	10'	Morgan Giles	R.A.N.	Garden Island, Sydney	1962
Free Spirit	D Marshall	Cutter	35'	10'	Peter Brown	Brown	Hobart, Tas	1969
Ist Gentleman	C Mulhall	Converted Trawler	30'	12'		Alf Settree	Huskisson, NSW	1955
Kaiyu	O Thomas	Lion Class Sloop	35'	8'10"	Arthur Robb	Swanson	Sydney	1956
Karoo	P Burchall	Motor Cruiser	27'	8'				c1940
S L Kelly Jean	G Holmes	Steam Launch	6.4M	2M		G Holmes	Mt. Riverview, NSW	1986
Kermit	B Banks	Sloop	24'6"	7'8"	J Hakker, NZ	John Worchurst	Taren Point, Sydney	1974
Lady Huon	M Halperin	Motor Cruiser	35'	10'	W Holmes	W Holmes	Lavender Bay, Sydney	c1930
Lorita Maria	P Smith	Sloop	40'	11.5'	Alan Payne	J&M Clist	Rozelle Bay, Sydney	1963
Magic	B Hunter	Double Ended Cutter	35'	8'9"	Westyn	Westyn	Victoria	1985
Maori Lass	R Barnett	Sloop	30'	9'	HE Cox (NZ)	Ronald Andrewartha	Newtown, Hobart	1949-50
Mary Franklin	D Kearney	Jinar Class Cutter	37'	8'	Cedrick Griffin	Jim Perry	The Spit, Sydney	
Maude	R Pierce	Motor Cruiser	26'	8'		A G Williams	Drummoyne, Sydney	1946
Millennium	G Knoblanche	Gaff Rigged Sloop	25'	9'				1940's
Mischief	P Cole	Ketch	40'	9'	W Reekes	Holmes	Berry's Bay, Sydney	1907
Mistral IV	McLean/Frick	Bermudan Sloop	31'3"	6'8"	A C Barber	J J Savage	Hawthorn, Melbourne	1932
M S Molly	J&S Dikeman	Gaff Rigged Yawl	22'	6'	Albert Strange	Mick Holloway	Cooloongoolook, NSW	1994
Monte Cristo	Ct. G Coia	Wheelhouse Ketch	50'	14'6"	Ray Kemp	Ray Kemp	Tasmania	1964
Moses	C Jenkins	Sailing Dinghy	7'8"	3'9"	Lloydboard	Keith Jenkins	Sandy Bay, Hobart	1935
Muddler Putter	J Gettens	Open Putt-Putt	19'	8'				
My Way	J Walker	Northener Sloop	28'2"	8'	Don Lees	GH Fibreglass	Kogarah, Sydney	1968
Nansea Elle	C Long	Open Putt-Putt	16'6"	7'			NSW	c1950
Noela	P Whitton	Gaff Motorsailer	36'	12'		Taylor Brothers	Wagonga, Narooma, NSW	1950

Designed and

Stormbird
Raised Deck Canoe Stern Sloop
Carvel Kauri
LOA 33'6" Beam 8'3" Draft 5'8"
Engine 4cyl Diesel
Probably built by Holmes in Sydney in 1933.
Design by A C Bar
Raced with SASC in 1930's. 1947
Several Lord Howe Island races. MHYC 19
Cruised QLD and WA
Owner G Merril

Remember the closing date for nominations for the Hal Harpur Award is September 30th.

Alan C. Stannard

by Phil Heaney

What often influences a lot of people`s choice of career is the sort of childhood in which they have been brought up.

With Alan Stannard it was where he lived at East Balmain in a rented property on the waterfront area known as the "Needles". Next door there were two boat yards, one was Victor Robinson`s boat yard, the other belonged to the well-known characters Mick Nesbitt and Jack Parsons, building traditional wooden fishing boats. With the smell of wood shavings, linseed oil and oakum, Alan knew what he wanted to be, and that was a Shipwright. It was a common occurrence to have to call the fire brigade on weekends to put out a fire at Mick's yard caused from steaming timbers. The fire boat would come over from Goat Island and extinguish the smouldering piles of sawdust. Fortunately, they never became serious.

Alan comes from a working-class background. His, great, grandfather William was a waterman on the Thames river in London, rowing passengers across the river. He migrated to Sydney about 1854 and became a Waterman on Port Jackson. His son also named William, became a Shipwright and later became a Waterman at Man O' War Steps. Alan`s father William (Bill) was a Master Mariner and held a Harbour & Rivers Licence on the harbour, driving anything from workboats, tugboats, lighters and ferries for the other branch of the family, The Stannard Bros. Launch Services, who at that time were one of the biggest workboat operators on Sydney Harbour and various other shipping ports around the nation. Balmain, at that time, was a working-class area and everyone knew one another. Alan still vividly remembers the screams of an Italian woman when her very young twin children drowned when they fell off the wharf at the end of Darling Street. The whole community felt the pain.

Born in 1947, Alan has a brother Bruce and sister Diane, his elder brother Bruce, took up journalism and is well known for his articles and books. Alan attended Nicholson Street primary school and then Rozelle Junior High school, leaving in his tenth year to start as an apprenticeship Shipwright with Cockatoo Docks & Eng Co Pty Ltd at Cockatoo Island. In his early teens Alan started sailing V. J`s at the Drummoyne sailing club. He progressed to 16 ft skiffs and would help Curly Lee a Shipwright build the skiffs in his spare time. Alan also sailed with the Balmain 12ft Sailing Club, the Georges River 16ft Sailing Club and Double Bay 18ft Sailing Club, sailing in Ronnie Robinson's 18 ft skiff Ampol and another 18ft skiff named Waltham. Alan still sails today on Wednesdays with his cousin Chris Stannard at the Greenwich Flying Squadron.

Alan started his apprenticeship in 1963 working in all the shipbuilding and ship repair sections. The best job he had, while working at Cockatoo Island, was working under the guidance of some very skilled loftsmen, laying down the lines for the naval ship HMAS Stalwart. The lines are still scribed on the loft floor today. During the last 6 months of his apprenticeship he was offered a position as a staff member in the contracts section, where he acquired a good grounding in the administration side of shipbuilding. At this time, he started a part time course in Naval Architecture at which was to take him several years to complete partly due to National Service.

After leaving Cockatoo Island in April 1969 he got a job at Garden Island Dockyard as a draftsman and several years later moved into the dockyards Hull Quality Assurance department. It was at GID that he met his wife to be, Judy, (also a skilled draftswoman) and, at the age of 24 they were married. They brought a two-bedroom home unit at McMahons point and lived there for four years before selling it and buying their federation home at Roseville where they still live and raised their son and two daughters. They have five grandchildren.

In 1972 Alan was conscripted into the Army as a National Serviceman. After basic training in Wagga Wagga he was posted to Victoria, then to the drawing office at Victoria Barracks in Paddington. This suited Alan fine with his back ground and with the new Labour government under Gough Whitlam there were no more conscripts posted overseas. He obtained the rank of corporal and was involved with the 1 Watercraft Workshops, military water section. After serving eighteen months Alan was discharged and went back to his old job at Garden Island Dockyard. He remained at Garden Island until 1981.

His next career move was into TAFE teaching and he was successful in gaining a position at Sydney Technical College, teaching Boat and Shipbuilding, the section of Boat & Shipbuilding was moved onto Meadowbank TAFE College. Alan was a mentor to many apprentices in the 26 years he was there. Alan was not idle in his new position, he improved his own education. These included a Diploma of Teaching, honours in Woodturning, Aluminium Boatbuilding post trade certificate, Marine Coxswain ticket, Marine Engineering certificate III, Master Mariner Class V and an Assessment and Workplace Certificate 1V. Alan enjoyed teaching although there were moments when his responsibilities were put to the test. One of his students was electrocuted at his work place and Alan had to attend court, where the student's employer tried to allot some of the blame onto Alan, questioning him as to what safety practices had he been teaching in his

class. The apprentice Shipwright had been hosing a boats under water hull area on a Patent Slipway when he happened to hose the uncovered electrical board. An investigation revealed the fuses had copper nails inserted as it kept overloading and cutting out. The result was that Alan was completely cleared of any blame and a memorial was erected at the Meadowbank TAFE College to remember the student.

In the late 80`s Alan joined the Sydney Heritage Fleet. After taking a class of apprentice Shipwright students on a tour of the shipyard at Rozelle Bay, he noticed a boat there that was very run down and decided his mission was to restore the boat to its original condition, as this boat, named *Protex* was one of the boats his father used to drive. Alan has been very involved in the S.H.F. ever since, not only with the *Protex* but many other projects.

July 2007 Alan retired from full time teaching and, after obtaining a Master Mariner Class V certificate, he skippered some charter boats on the harbour. One was an old catamaran which was based at Cabarita Point. After a charter he had to collect his wages and then walk through a very dark secluded park at 2am. He did not like this at all, as people had been mugged and robbed there on several occasions. He would put the nights wages down his underpants in the hope that if robbed, they would only take his wallet. Apart from this he found that dealing with drunks and abusive people aboard a charter vessel was no fun. So, when in 2010 he was asked to run an 18 metre new Beneteau sloop charter yacht he jumped at it. There were only small groups onboard at any time which were generally well behaved. He stayed with the Beneteau until 2013.

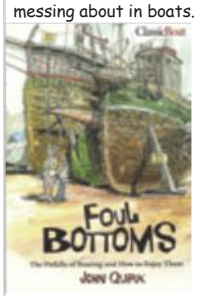
Also, at this time Alan started part time teaching at The Northern Beaches TAFE College, teaching Marine studies in Coxswain, Master V and Master 1V tickets. In 2013 he acquired a Marine Engine Drivers Grade 111 Certificate and in 2017 a Master Mariner Class 1V. He retired from the Maritime college in 2014.

In 2003, Alan received a 15 year service decoration from Scouts Australia.

From 2010 until 2013 Alan was president of the Wooden Boat Association NSW. He has been very active helping organise the Hobart and Sydney Wooden Boat festivals. He can still be found working at the Sydney Heritage Fleet two days a week and generously donates his time and expertise to other volunteers in the organisation.

Phil Heaney Shipwright

Based on a series of highly popular articles written for Classic Boat Magazine, this witty collection recalls some of the incidents the author has survived in over half a century of messing about in boats.



Most sailors will find something to relate to in these escapades from around the world and they will bring a wry smile to any boaters lips. The author's wonderfully witty cartoons help bring these anecdotes to life.

All these stories are true so WBA member Alan Williams writes under a pen name so that his architectural clients do not think they are entrusting their work to a seagoing Mr Bean. Copies are available from Boat Books in Crows Nest at $24.95 or less on Amazon. WBA members can get copies from Alan at meetings for $ 20.

THE PAYNESVILLE REPORT

from Chris & Gilli Dicker

It is the 17 of June and time to begin this report. Even Gilli read my last report and picked 3 or 4 spelling mistakes. Total nonsense of course.

The shed that blew away, humble beginnings

I must give today's weather, though I can't blame anyone for not wanting it. A strong wind warning, 100% chance of rain, heavy at times and snow to 900 metres. I still managed to do some work on the shed construction and Gilli even did some painting in our rustic wash house. We now have the power on and the water has been on for some time. Ironically there is to be a power outage on the 20th for our area. I am very distrustful of these power people and I did not want to connect to the grid at all. One day we (I) do hope to be independent of these tyrants and have solar and wind power. Our solar power system on the boat has never ceased to amaze me and has been trouble free for many years.

I must talk about our blossoming shed and the dynamics of personnel. I will admit that I am used to working alone, even on quite large jobs, part of the challenge has been to work out ways of doing it myself. Having said that, teamwork is the way to go. Two people can achieve at least three times as much as one person. Sailing a boat is a good example. But who is to be captain and how does he or she earn those stripes. I have three people helping me with this shed, we have a combined age of 289 years. When Gilli is there it is much more, well not *that* much more, a bit more. We have a builder, an aeronautical engineer, an architect and a truck driver. All retired. Who is to be captain? do we need a captain,? is there room for more than one captain? Not forgetting that no-one is being paid for their service. Let it be said that I am fully appreciative of any help and I am astounded by peoples generosity.

Tuesday 26th of June. All those questions and I am reluctant to offer any answers. Let them hang, not the personnel, the questions.

Mike Warner, architect and owner of Jock Muir's *Lahara,* was a wonder. He could not only make sense of the drawings (the comics) * as we called them but did fine and exacting work. As generous as the other two helpers were I am afraid I had to curb their enthusiasm, even asking them to stay away in the end.

Our third shed built in rustic style. It will be our permanent wash house. The paint for the door cost more than the whole shed, all salvaged from the tip.

The 4th and last shed, marginally smaller than the house I keep telling Gilli

An update on the weather. This morning we had our third frost followed by a windless, cloudless simply stunning day. 16 degrees and perfect for working. I am on the site by 7.30 and work until almost dark. This evening, after a successful day I thought, "what a bonus, I am arriving home (*Westwind*) in daylight" but I was mistaken, it was actually moonlight.

30th of June and the first bit of wind for almost three weeks, which is the time the shed has been under construction. We also had some showers.

The second shed Mawson would be proud of

Now what a luxury an 11 metre x 8 metre shed is, our 150 infant trees are being rained on and I am in the dry, building shelving etc.

In Cairns we had a very active social life, including sailing off out to the reef and islands. In some ways I am not sorry it has all come crashing down. I miss our friends but strangers are only friends you have not yet met. I feel they are a good crowd down here and there are looming social engagements like Christmas in July, which entails a fire on a beach and various other means of keeping warm.

Next week, all going well I will have our shed totally finished. On the scale of things, for example building any sized boat, a month is nothing.

*The first and only time I have heard boat plans referred to as 'comics' was by an old fisherman/boat builder I had befriended in the days when I enjoyed a social beer in an hotel.
I was building a traditional timber cutter to an Alan Buchanan design and was having some issues with the stem and later with the planking aft. Jack always smelt of linseed, tar, cigar smoke and of course beer. He called around and sez "giz a look at yer comics" sorry Jack? "yer comics, yer drawings". He grabbed them and struck two or three enlightening lines through the front part. As he handed them back he said the sooner I throw them away the sooner I will get on. Later I was struggling with the planking. Let them fly man, let them lay where they want to then fill the gap with a stealer or a short plank shaped to the gap.

I have some regrets in my life and one of them is that I sought very little tuition. Just too busy looking at the clouds and chasing the horizon to learn anything. Luckily we get another go. I will pay attention then.

BUY SWAP and SELL

WBA members may place a non-commercial ad free of charge if the member's name and phone no. appear. Non-members are charged $20 for a text ad (maximum 25 words). $30 with a picture. Ads will run for two issues, member's ads longer if you ask for an extension. Submissions close on the 21st of each month.
NOTE: Items for free, No Charge. Contact the Editor, see page 2 for details.

FOR SALE

Thara – 1948 Alan Payne Classic sloop

34' LOA 8' Beam 6' draught

Lovingly restored in racing condition.

Nanni 3 cylinder diesel

Good sail inventory

New sheathed deck 2016 plus skylight fitted

Raced with SASC in Div 1 – good record

reduced to **$39,000**

Rob Landis 0414 741 725

FOR SALE

David Payne "Cinema" design

Length 18ft, weight 800k. Hull is 13mm marine ply clinker design. Keel Deck and floor beams -

Oregon pine. The ribs are Quondong
The whole structure is coated in epoxy resin and fiberglass cloth. The boat is trimmed with red cedar and Quondong
It can be steered from wheel or tiller . The stern seats have lift-up lids giving easy access to fiberglass cooler boxes. The bait board pulls forward when in use. There is a half canon in the front with 2 bucks and storage space.
It is powered by a Nanni 10hp diesel with 20lt fuel tank.
The wheel house and fittings can be seen in the photo. It comes with a purpose built dual axle trailer. All fittings are quality brass.
$30,000 but are open to offers.

Garry Behrendt on 0418 794 818

FOR SALE

Varnished plywood dinghy, 7ft x 4 ft in good condition. Stored in garage **$500** ono.

Call George 9819 6701

FOR SALE

Mid-Century Modern Ketch 9.6m Huon Pine – Swedish design, Australian built

Sleek ketch custom designed by renowned Swedish boat designer Arvid Laurin and built by local shipwrights expressly for Australian cruising conditions.

This exceptional boat was constructed from Huon Pine and various supporting timbers and has been fastidiously maintained to this day.

Asterisk was commissioned for use by a former ocean racer and his family, being completed for launch on Pittwater, NSW in 1990. The boat won it's inaugural race with the Wooden Boat Association, after which she was given a handicap to ensure the victory would never be repeated! Most of Asterisk's sailing took place in and around Pittwater, including the Hawkesbury, and occasionally down to Sydney Harbour. A regular feature at wooden boat festivals, the ketch has also been the subject of a number of boating magazine articles in Australia and overseas.

The layout of the boat facilitates spirited yet comfortable sailing in a range of weather conditions along with genuine amenity above and below for multi-day trips with evenings at berth or on moorings. Asterisk sails well with just two people on board, and can extend to host up to 5 people in bunks overnight.

Interior includes beautiful Mahogany cabinetry and a living set-up that promotes a comfortable cruising lifestyle with galley kitchen containing stove and twin sinks, stowable dining table, cooling box, ample storage and a discrete 'head'.

The boat features circular profile Finnish fiberglass spars, custom-made stainless fittings topside, Barlow winches and elegant, functional details throughout. The sail kit includes six primaries for mizzen, main and fore, and has provision for the addition of spinnaker. Motor power comes from a Volvo Penta three-cylinder motor. The fastidious nature of the owner is seen in the high-end build, materials, and maintenance.

No immediate work is required – just hoist and sail.

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Hal Harpur Award Night & Christmas Dinner, 11 December

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Cost will be $30 per head including two courses plus Xmas Cake and Tea/ Coffee

Bookings will be open in September

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timber & working with wood

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— — ON THE HORIZON — —

THIS YEAR 2018

July 10th	WBA Meeting, Gladesville Bowling & Sports Club - Peter Gossell- *Boomerang*
July 16th	Committee Meeting
July 20-22nd	Timber & Working with Wood Show, Rosehill Gardens Racecourse
August 14th	WBA Meeting, Gladesville Bowling & Sports Club - Guest Speaker - John Vaughan - Flags
August 20th	Committee Meeting
September 11th	WBA Meeting, Gladesville, Chris Cleary & John Capaldi 2017 HHA Nominees
September 30th	Closing date for 2018 Hal Harpur Award Nominations
October 9th	WBA Meeting, Gladesville Bowling & Sports Club, Member Projects Review
November 13th	AGM + Film night
December 11th	HHA Award & Dinner

NEXT YEAR 2019

January 8th	WBA Meeting, Gladesville Bowling & Sports Club, - Steve Brompton
March 12th	WBA Meeting, Gladesville Bowling & Sports Club, - Ross McLean - Lightning
June 11th	WBA Meeting, Gladesville Bowling & Sports Club, 2018 HHA Winner