



SCUTTLEBUTT

FEBRUARY 2023

Sophie Wackles sitting pretty at anchor. hear current custodian Tom Simmat's thoughts on page 11

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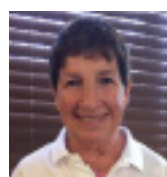
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Printed by Power Colour Pty Ltd, 106 Grose Street, Parramatta NSW 2150

A.B.N. 58 066 215 021.

PRESIDENT'S REPORT

February 2023

January General Meeting

John Scott, Account Manager Akzo Nobel (International Paints) gave an interesting presentation on some new paints developed and released by the company. John also generously provided prizes (paint and T-shirts) for the monthly raffle. Thanks to Robyn and Glenn Reynolds for stepping in to run the raffle when Secretary, Bill Thompson was otherwise engaged relaunching his Folkboat.

Our **February General Meeting** will feature reports on **Members' Projects**. Members are invited to bring along items to share with Members. This could range from a simple 'Show and Tell' to a short presentation (Power Point, Photographs on a USB drive).

WBA Member, **Brett Mould** (Norglass Paints) will be our Guest Speaker at the **March General Meeting**. This session should be another opportunity for a "Q & A" session on painting issues and concerns.

Another event on the horizon for February is the **Annual WBA Bantry Bay Raft Up**. This will be held on **Saturday, 25 February** with a BBQ (BYO) on shore from 10 am to 2 pm.

Jon Bell has organised a 'sign-up' page for **Members and Friends** who wish to join us for the event by launching at a local ramp.

(Insert Jon's item here)

The **Australian Wooden Boat Festival (10 – 13 February)** is an eagerly anticipated event that will be attended by quite a few WBA Members and their boats. We look forward to reports and photographs from the Festival; hopefully in the March issue of Scuttlebutt.

Sporties Gladesville update: a recent conversation with a staff member at the Club provided the information that a decision on objections to the Club's Building Plan was expected on 30 January. A return to the Club for general meetings remains a goal but is not expected to be before 2024 at the very earliest date.

Dundas Sports Club has proven to be a very hospitable venue for our Meetings since we began meeting there in 2021. WBA Committee Meetings are still held at Sporties Gladesville.

February Scuttlebutt

Rob Hardy and Tom Simmat have responded to requests for information in the Members' Boats Section of this issue. A number of Members who joined the WBA in 2022 have responded to my request for articles and information about their boats. Committee Member, Glenn Reynolds, is also inviting Members to share their stories in Scuttlebutt.

Peter Widders

Stop Press

We have received advice that WBA Member, Nick Cassim, passed away on Australia Day.

An Obituary for Nick will be published in the March issue of Scuttlebutt.

Bantry Bay 'Get-Together'

Saturday, 25th February 2023

Those who have attended the Bantry bay raft up or seen the photo's in scuttlebutt from previous years would have seen plenty of larger craft participating in the event.

This year we would like to launch a smaller boat specific component of the event in the **Bantry Bay Small Boats Flotilla!**

This invitation is aimed at small boat owners and intended to encourage a greater number of people to participate with a "safety in numbers" and mutual encouragement approach (ie I'll go if you will ...)

to register your interest and find out more (time and location details etc) please see the link below.

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JUDGING THE HAL HARPUR, A PERSONAL REFLECTION

BY MICHAEL COLEMAN

It's such a pleasure to have been involved in the Hal Harpur assessments. One meets such interesting people; all so different in their lives and competencies but somehow they are all brought together having built a wooden boat. It's also quite difficult to put aside one's own ideas and preferences and apply the WBA's guidelines, that is, that the award goes to the person, not the ship, and their contribution to the world of wooden boats overall.

I'm a complete sucker for a classic and pretty boat, growing up looking at "Ranger" and "Caprice of Huon" out my bedroom window and reading years of *Wooden Boat* magazine. I was therefore immediately attracted to Roger Patterson's "Peggy of Tweed", a 16' open launch, with lovely classic lines despite its fairly recent design by David Payne. With its sweet canoe stern, breadth carried a bit aft and equipped with a short mast, from which hung a well-supported boom awning, it looked "just right" to me (though I'd be hard pressed to define that further). I was also taken by the Baxland Twin installation, shiny and bright red, with its Dynastart and proper putt-putt effects when running; it suited the boat the a "t". It cried out "romance" and won my heart. (Photo 1 and 2)

Also in the classic and good-looking boat section is Jon Bell's Rocks River skiff, again a design by David Payne. My own boat building has included several glued clinker traditional (ish) rowing boats like Jon's and I have a strong affection for the style. I feel well qualified to say that his workmanship was terrific, (perhaps I am the only assessor to look at the even spaces between the strakes), and all judges found the boat very handsome and were particularly impressed with the continuity of grain over the rear hatch and the building tricks he used to effect it. There was a fine attention to detail work all over the skiff, and Jon assured me that the balance of the boat was maintained when his partner was resting comfortably in the cushioned stern sheets, under a parasol, sipping a cheeky little pinot gris. I was personally interested in this, as I have long thought rowing with someone "not pulling their weight" became a drudge, but Jon assures me that this is not so. "You don't notice she's there" he said proudly. (Photo 3)

In another category altogether was Lara Tyler's Goat Island skiff, a Michael Storer design from South Australia. This boat was strictly functional, slab sided and flat bottomed, winning no beauty contests (from me) but ideal for the purpose; rowing or sailing with up to four on board., and that's quite a crowd; her boat was very "fit for purpose". Lara had built a "Firebug" before, but was by no means an experienced builder, and it was a very creditable effort with some nice trim work and engineering details for the mast tabernacle devised by her. We noted that she had already started a second skiff to the same design so was right into the whole wooden boat thing. It was a





well built entry from a truly amateur but engineeringly minded builder. (photo 4)

Shane Greave's Moth entry was intriguing to me both for its design and Shane's work with the sailing club taking classes in boat building and sail making (so far) with local kids. Shane designed this scow Moth himself, following the tradition of the multi-chined Moths that initially challenged the superiority of the new cold-molded boats of the 1960's, and which currently represent a return to non-foiling boats from disaffected owners. The ultra-light weight Pawlonia timber and ply gusseted frames with their 3mm plywood hull and deck are impressively engineered such that they hold up a Moth rig and a chap hiking out on the wings in a blow; no mean feat, especially considering the forward decking is only 1.5mm ply as well. I was impressed that Shane has set up a pre-cut kit for these boats that he might turn a quid (difficult enough for a boat builder) and make the scow Moth class more popular by making it cheap for the home builder. (photo 5)



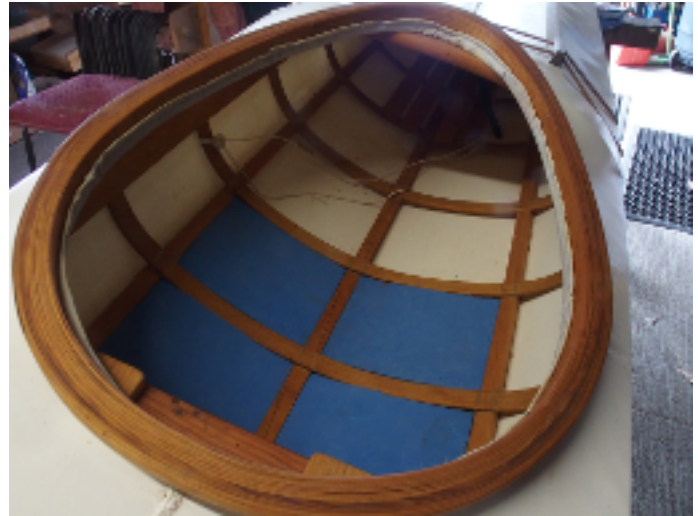
The main feature of Greg Widders little ship "Baby Steps" for me was that he had, like Shane, designed it himself, but unlike Shane, who had the basic lines of 50 years of multichine Moths to follow, had started out simply with 2 marine ply pieces and nothing else but an old Sabot rig, from which came a smart looking and practical basic little sailing boat for a child and father, (though Greg says it's a bit small for him). He drew up the lines himself and developed the mold shapes from those. I really thought it was an inventive use of available materials to make something completely new and was "just what he wanted". Exactly what building in wood can do. (photo 6)



Peter Widders' kayak fell into a class very much on its own; while a classic design (to the Inuit Greenlanders and keen kayakers), the point of great interest in Peter's build for the H.H award was the skin on frame method. Peter researched this technique thoroughly, then put it into practice, making a long, slinky, fast and stable kayak with which he was well pleased. The framing was spruce, with steamed ribs lashed with Boy Scout square lashings to the full-length stringers with artificial sinew (rather than anything 'sensible' like being glued); perhaps it allows the whole think to flex a bit. This strong thin twine was not tied off at each lashing but continued for the full length of the boat. The coaming showed multiple laminates of



elliptical shape and was very fine and careful woodwork. The skin was a polyester cloth, stitched up along the centreline with the aid of artery clamps, ("interesting, unusual") then heat shrunk with the family iron. I thought the answer to the question 'why on earth' was obvious; "because it's there", as the mountaineers say; it's something new to try. A huge 'A+' for effort and ingenuity, and no caribou or walrus were hurt in the making of this craft. (photo 7)



And finally the winner for 2022, the Lake Macquarie Classic Boat Association, for their four David Payne "Pittwater rowing skiffs", two of which have been completed and with two still under way. The LMCBA meets Tuesday and Thursday mornings on the shore of Lake Macquarie to "play boats"; to do up old timber boats saved from the scrap heap and build new ones, while doing up old engines, outboards and other marine items that make their sheds the most desirable toy shops for grown-ups one could imagine. The community-based nature of the LMCBA, like the Mens' Sheds movement, is a most interesting feature and they attract funding from local and state governments "to keep old coots off the streets and out of mischief", with sixty male and female members and a regular turn-up of twenty five or so each week. Very considerable organizing skills are evident not only in arranging the construction of these four boats, but in the management of the facility as a whole.

The Pittwater skiffs are sensible and functional 14' sliding seat rowing boats, somewhere between a sit-on surfboard and a hard chined long and narrow dinghy. As they are building them, various changes are made to try to reduce weight and ease production. While the first boat had professionally made carbon oars, the second has a lovely pair of spruce spoon blades which I immediately coveted. They are lovely useable skiffs and a terrific organization; a prize well deserved. (Photo 8)



My personal afterthought; the "highly commended" award should be continued and celebrated so that my own (romantic, outdated) love of pretty and old fashioned well-made ships can continue to be recognized.

WBA AUCTION ITEM

A 2.4m fibreglass dinghy has been donated to the Association and is offered to members for a suitable cash donation. The condition can best be described as fair but structurally sound and would scrub up nicely or leave as is if it is to be kept near a public beach. The fold-down rear wheels work OK but the outboard pad has seen better days. Rusty Rowlocks included but no oars or motor (although Jon may be able to help there under a separate deal).

Viewing is by arrangement; currently at Kirrawee but possibly later at Dural, on application to Jon Bell 0412 177 193. Email enquiries to Treasurer@wbansw.asn.au. Any additional information such as detailed photos or inspections by the committee will be shared; info gleaned by a bidder's inspection is private (unless material to the sale condition).

Closing date is the end of the auction session at the WBA general meeting on Tuesday March 14th.

As each bid is received all previous bidders will be notified except in the closing stages. Proxy bidders are allowed if the proxy undertakes to make good any default by the bidder. Bidders may set a "Not to be exceeded" bid which will only be applied as required to beat the current highest bid by \$5.



Zinc Anodes

By Doug Brooker

In January issue of Scuttlebutt, the Paynesville Report mentions the damage caused by zinc anodes to a timber vessel.



The picture shows the reaction between zinc, timber, copper and salt water. The reaction produces an alkaline salt which attacks the timber. This softening around the metal severely affects the structural integrity of the timber. I have seen keel bolts where I could push a knife blade down beside the washer and feel the bolt, also - stern posts which are soft and weakened around the stern tube, planking severely softened around shaft logs, etc!

The bottom line is to NEVER use zinc anodes on a timber boat.

If you have an electrolysis problem and must fit sacrificial anodes, use steel. I know you will have to get them specially made, but the steel will protect your boat without causing damage.

Douglas Brooker.



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MV MATANG

BY ROB HARDY



Matang is truly a Sydney Harbour boat, having been built at Balmain East by the renowned timber shipwright, Mick Nesbitt. Mick built trawlers and a great variety of other launches at a number of places up and down the coast, and that quality of a strong build is evident in Matang.

Matang is 32' long, 12' beam and draws about 4' 3"

She was launched in November 1971 for the original owner, who was transferred shortly after to New Zealand for work and after researching how he could ship Matang to New Zealand, and with time running out before his departure, he sold Matang. The second owner kept Matang in Careel Bay for 15 years, using her for outside fishing as far away as Port Stephens (she was then fitted with fishing poles), and for one trip to Queensland.

We bought Matang in October 1988. We reckon that this was the best event of the bicentennial year! Matang has seen our family grow up and she has taken us away on so many family holidays, many of which were up the Hawkesbury and Colo Rivers, escorted the Sea Scouts to countless regattas where quite often she acted as the starters boat. We regularly go away for holidays

up the Hawkesbury and Colo Rivers, and have entered Matang in many timber boat festivals in Sydney and Pittwater. This year, 2022, will be the 12th time we have been to the RMYC Timber Boat Festival.

Matang is planked in inch and a quarter spotted gum, with laminated spotted gum ribs with oregon topsides. Apart from maintenance, we have never had any repairs carried out on the hull, a credit to the builder. Matang is powered by the original Ford Lees diesel engine which still runs perfectly.

We are very comfortable aboard, with four bunks, gas stove and oven, toilet and hot shower, deep freeze and refrigeration. We have a number of solar panels which enable us to go away on extended holidays.

This November, 2022, Matang will be 51 years old.

We have owned her for 34 of those years.



ONE SHEET SURF SKI (OSSKI)

By Greg Widders



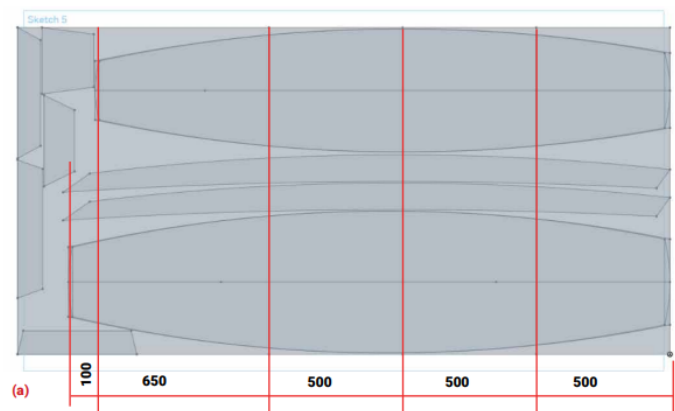
This project was completed over January 2022 as an entry into an instructables competition as well as a neat little design project for myself.

The intention was to create a 'thing' out of one sheet of plywood for my daughter to use when she becomes a little more comfortable on the water. The inspiration for the design comes from some of the early surf ski's designed in Port Macquarie around 1920. The boards were used to ride waves as well as get around Oyster Leases.

I wanted to make the most of the timber in a single board so the shape remained blunt at both ends, but with plenty of rocker in the hull partly guided by the plan view of the deckline. The image below shows the layout of the core elements of the surf ski. The wastage from this sheet was mostly used to create a skeg, inwales and handles for the board which left only a small bin of 'waste' material. The only purchased piece of hardware added to the surf ski is a bung to drain any leaks and vent the hull when not in use.

Construction was quick with a stitch and glue method. And all up I estimate the build took up about 16 hours of work. I chose not to fiberglass the hull for extra protection, beyond taping the seams internally. The board hasn't had much use yet but shows no signs of damage a year on.

Structure for some sub deck stringers was all assembled out of offcuts from the original sheet. If you had longer bits of material these could be continuous stringers but I used little U shaped blocks on either side of the bulkheads and made use of multiple smaller lengths of plywood to connect. All of this structure was well faired before the deck was glued down and the resulting board feels plenty strong.



My daughter was adequately excited about the boat throughout the build process, coming along and sitting in her spinny chair in the shed to watch and help with different bits. Our trial launching day happened in the pool at my parents house with a very happy nearly 3 year old standing on the board with some support. The trim was close to where I wanted, I estimate on flat water the bow and transom would be at a designed water line with approx 50kg of loading. There is plenty of rocker in the hull to handle small chop but extensive sea trials remain to progress!

I did try the board out myself (all 110kgs of me) and of course the hull sits submerged amidships, but a trip to Balmoral beach post one workday with my daughter proved the surf ski to be a popular little platform to be towed around on.

There is a double paddle ready to go that my dad build to go with the boat. This is more of a splashing device at the moment but in a few years i'm sure my daughter will be racing around with this.

If anyone would like to see more photos I have an extensive build log with instructions up at the below link. There are also lofting plans ready to go on this site for anyone who'd like to give it a go or make their own version. Any modifications, advice or design changes are very welcome.

<https://www.instructables.com/Plywood-One-Sheet-Surf-Ski-OSSKI/>

Below: Handles were made up of three laminations of the 4mm ply, Epoxy glued directly to the deck.



Site inspection from the client early on in the build.



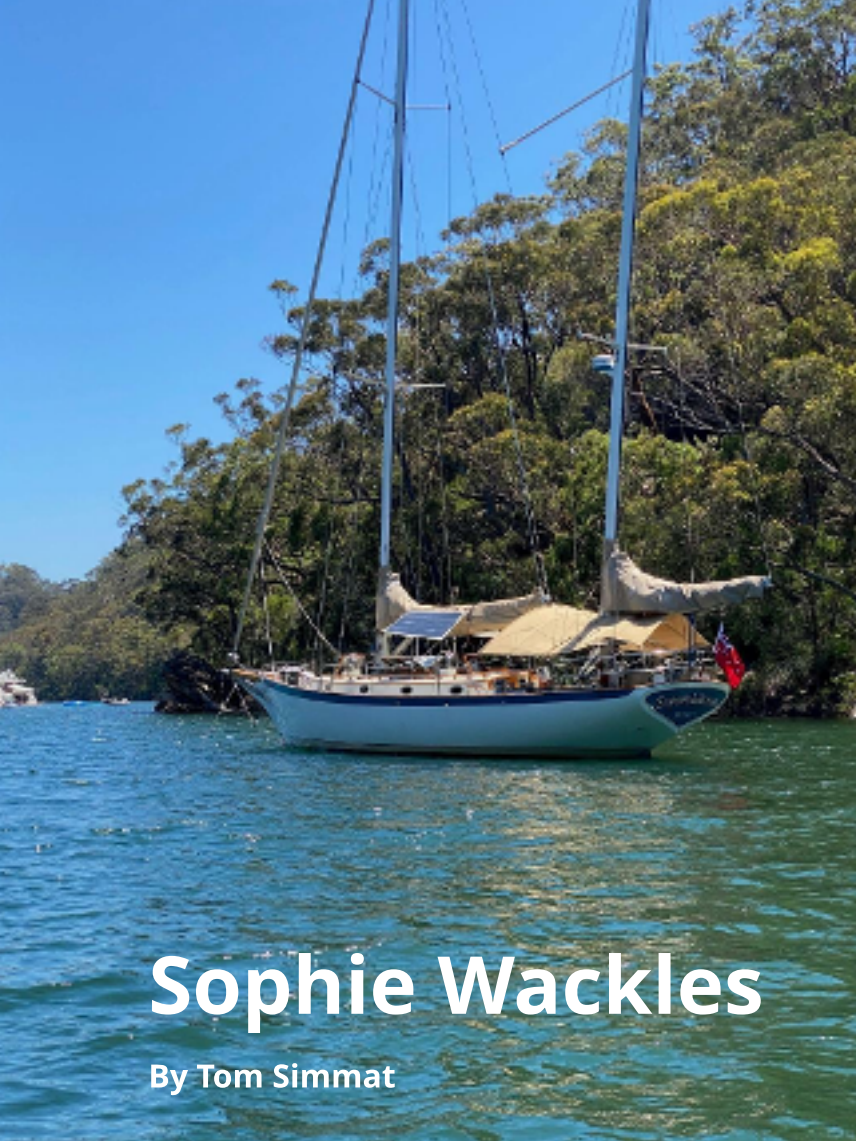
Above: Deck stringers layed out. Also note the rough cut inwales out of offcut materials

Left: U shape cheeks to join stringers



Right: The waste bin with all offcuts (excluding sawdust)





Sophie Wackles

By Tom Simmat



You are never an owner of a boat like Sophie Wackles only a custodian. Hopefully at the end our custodianship of Sophie Wackles she will be in as good if not better condition that when we acquired her.

A fortyone foot ketch designed by Bruce King built as "Unicorn" in California launched in 1976. Sailed out to Australia in 2012, the Name was changed to Sophie Wackles because "Unicorn" was already taken on the Australian register. Sophie Wackles is a character in Charles Dicken's The Old Curiosity Shop.

The hull is four layers of laminated Philippine Mahogany set in epoxy West System. The inside and outside layers are horizontal. The two inner layers at 45 degrees. This produces a very strong hull that does not require frames. The hull is in original perfect condition bar some easily fixed minor problems brought about by an overzealous electrical fit out.

The teak laid deck is over marine ply on Philippine Mahogany frames. The deck and cabin have had lots of repairs over the years, and more required.

As it turns out when Sophie Wackles was being built in the early 1970s I was a shipwright working in Rushcutters Bay modifying and repairing the then crack racing yachts. I rebuilt with some of my university mates the 31foot Didgeridoo originally built of Huon Pine in Tasmania in 1948. She is still around. I took her to Hobart a couple of times and followed that with a few more seasons ocean racing, campaigning various boats with someone else writing out the cheques.

And so I got married and became a busy architect and tried to teach the kids sailing but they were mostly interested in fast tinnys. Eventually the years came around to think about taking up yachting again, although time was still precious.

I had admired Sophie Wackles at a couple of wooden boat festivals. What I liked most of all was her design. A 1970s contemporary fin keel and high aspect ratio high performance ketch rig. Not that she is not comfortable below. The main cabin is light and spacious, thanks to the wide beam, a judicious balance of paint and varnish and a large butterfly skylight. The tri cabin layout has a large after cabin with its own toilet shower, main saloon still has a solid fuel heating stove, which we will keep and a forward V berth with a second toilet. Beautiful original teak joinery, draws and lockers everywhere.

But much to do. A couple of minor bulkheads need replacing and I need to open up some areas of the hull that are inaccessible including some seacocks. Replace toilets and the 1970s navigation instruments and electrical system.

All a bit at a time because we want to use her. Custodians we are, she is a beautiful boat. Sophie Wackles is such a delight to be on board and to sail.



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THE PAYNESVILLE REPORT

By Chris Dicker



Firstly, I would like to take back any criticism I may have directed at Norglass paints. I am determined now to stick with the brand and learn how to use it.

It is almost the eve of our departure for 42 degrees south. My crew arrives tomorrow (Sunday 22nd) and soon after that we will commit ourselves to the 50 meter deep stretch of water between here and there. It has been a lengthy campaign to get Westwind presentable and seaworthy and still I have not done everything on the list. At the last minute I decided to replace the cap shrouds as they were galvanised and had gone rusty. We are very lucky to have a reputable rigger in Paynesville. Unfortunately he was on holiday but did eventually return in time to do the job. He is used to doing complicated rigging for racing boats so my job of cutting two lengths of wire with the old shrouds for a pattern and swaging four ends was small bickies. As the photo shows it it was obviously low tide when it came time to fitting the new shrouds. I had to sit cross legged on the foredeck and say "uummmm" a few times. I let the rigger off very lightly as I still believe us meek people will still inherit the earth. The joke could be on us if there is no earth to inherit.

I used a few links of chain and shackles to make up the difference. An expensive dogs breakfast and the rigger still not admitting that he is at fault.

Meantime I took Westwind into Paynesville and tied up to a convenient pontoon to fill with water and load all the heavy stuff. Gilli was busy cleaning and stowing. I know she is just making sure I go but she is a bonza just the same. I motored back to the mooring, on which I had a dinghy tied with a long painter. It was blowing 20 knots and gusty. I was mindful of the dinghy and my new topside paint. To cut a long story short I had three disastrous goes at the mooring, all of which involved my bow falling off between the dinghy and the mooring. The first one upended the dinghy bow first, the second upended the dinghy stern first and filled it with water. I was extremely busy but not too busy to notice that the oars were fixing to float off, I had one more go and managed to get the mooring line aboard but not without some damage. My fumbling and arthritic attempts to untie the dinghy painter resulted in it dropping into the water, whereupon I squared my shoulders and took charge of the situation.

At the end of a long short story, the Blue Peter is flying, all is snug and ready for sea.



CLASSIFIEDS

FOR SALE: This beautiful and historic classic boat deserves a new owner. Mokoia was designed by Arthur Robb as an ocean-going improvement of his winning design for the NZ Yacht Squadron's competition of 1947, becoming the forerunner of Robb's well-known Lion class.

Mokoia was built in England in 1948, and competed in international racing from the beginning – including the first transatlantic race for small yachts in 1951. "Since sailing to Australia in 1972 (a story in itself) her various voyages are largely unrecorded, but she has certainly had a quiet life for the last 25 years since sailing from Hobart to Port Macquarie. Further background and details provided on request to 0432 978 132 (Mike)



FOR SALE

RESTORED TIMBER CLINKER BOAT - 5.35m

Restoration included replacing timbers and restoring the boat to former glory (costing \$60K). Inspired by the Turkish Gulets. Handcrafted tiller and rudder. Custom made trailer registered B66678, until 14 Aug 2023. 1964 Blaxland Chao 5hp inboard reconditioned motor.

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FOR SALE

Hand made Rimu timber Lake Canoe made in NZ (1994), 5.4 metres long. Weighs approx. 40 kgs, suitable for two adults or four children. Double sealed buoyancy compartments in bow and stern (unsinkable), brass bow and stern edge protection. Double fibreglassed inside and outside, re-glassed outside in 2021. Large kayak style double ended paddle, two single paddles. \$6,000



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FOR SALE: AJENNI-G. \$180,000. Timber Custom one-off.

JC354N

Launched: 1980

Length: 11m. **Width:** 3.7m. **Draught:** 1.5m

Designed by Ed Monk & Built at the Bracken Boat Yard Kurnell, Sydney.

Hull Construction: Carvel.

Jenni-G has had extended passages along the east coast of Australia & Tasmania.

Allan: 0418 241 235.



FOR SALE: 2015 'Gumtex' (CZECH) 2 man inflatable canoe. As new - never used. Pump included.

\$350 ONO - James - 0488 236 283

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

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

\$1,200 but offers are welcome.



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I am retired and wanting to learn wooden boat building and repair skills. With these skills, I would like to take on my own project. In return I can offer my time and enthusiasm as a volunteer.

If your project is based in Sydney, then please contact me.

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FOR SALE:

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FOR SALE

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Nick0407236999

ON THE HORIZON

General Meetings - Dundas Sports Club-9 Elder Rd, Dundas

Dinner from 6 pm

Meetings : 7.30 pm

Tuesday, 14 February 2023 – Member Projects

Tuesday, 8 March 2023 – Brett Mould – Norglass Paints

Committee Meetings –(Sporties Club at Gladesville)

Monday 20 February

EVENTS:

Australian Wooden Boat Festival – Hobart

10 – 13 February 2023

www.awbf.org.au

WBA Bantry Bay 'Get-Together' -Saturday, 25 February 2023

Japanese Boatbuilding with

Douglas Brooks

Japanese Tools Australia is extremely proud to partner with Douglas Brooks, the Australian Wooden Boat Festival and the Wooden Boat Centre to present the first ever traditional Japanese wooden boat building class in Australia.

Two classes will be run, the first in February 2023 at the Australian Wooden Boat Festival in Hobart, and the second in March 2023 in the JTA Workshop in Sydney.

See more at

[:https://www.japanesetools.com.au/pages/japanese-boatbuilding-with-douglas-brooks](https://www.japanesetools.com.au/pages/japanese-boatbuilding-with-douglas-brooks)

LOOKING FOR:

Hi!

I'm wanting to talk to a wood boat builder in the Southern Highlands/ Wollongong/Illawarra region, regarding a possible excursion to explore how boats are built!

Would you have any contacts for that area?

Thank you very much,
Jenneth Tollin-Graham
0415 158 941

MERCHANDISE

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

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



Are You Looking for:

- Copper Boat Nails
- Silicon Bronze
 - Nails
 - Screws
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- Oakum & Caulk Cotton
- Bronze Boat Fittings
- Jeffries Marine Glue
- WOT ROT Repair System

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Sophie Wackles interior