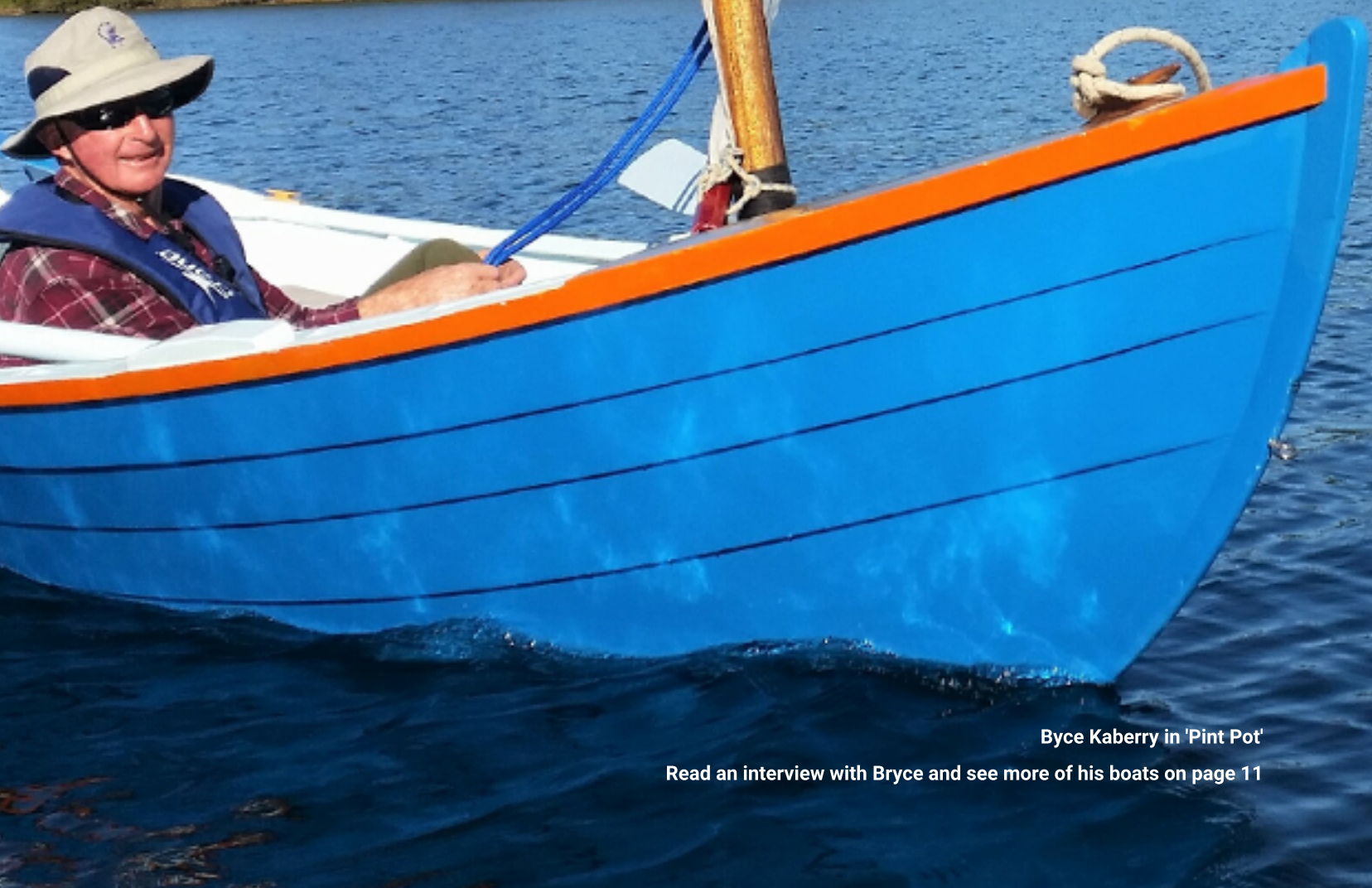




SCUTTLEBUTT

JULY 2023



Byce Kaberry in 'Pint Pot'

Read an interview with Bryce and see more of his boats on page 11

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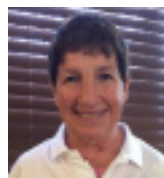
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PRESIDENT'S REPORT

A new section of Scuttlebutt has been 'launched' in this issue. **Tool Talk** seeks to provide information for Members on the useful, interesting and even quirky bits of 'kit' that are used in our projects with wooden boats. Contributions are invited: words and picture please.

New Member, **Brian Jones**, shares the story of the building of Miss Em which began with the fortuitous find of a strip-planked hull that was about to become a bonfire. **Brank Young** has provided a post-script to the July cover photo of Fagel Grip with some photos of the bow repair completed by Brank after the boat suffered a mooring accident. Assistant Editor, **Dick Bedell**, has forwarded an article about a fellow-member of the Southern Boating group. The last count I heard was that this group of 10 Members owned 20 wooden boats! I suspect that the number of boats has increased somewhat in recent years.

Chris Dicker has sent on a different type of Report for this issue. The first log entry appearing in this issue of Scuttlebutt is taken from the first voyage of Westwind from Hobart to Sydney in 1938, under the command of her designer and builder, Jock Muir.

WBA 2024 Calendars

Our 2023 WBA Calendars, despite being a late arrival on the scene in 2023, were a great success with all copies sold. The Committee has approved the development of a **2024 WBA Calendar** which will be a larger format than the 2023 version. The 2024 version will be an A4 format opening to an A3 spread.

The 2024 Calendars are available for pre-order in this issue of Scuttlebutt. No money is required with the pre-order.

Please see the information in this issue for time-frames and calendar costs.

The closing date for pre-orders is Thursday 31 August 2023. It is anticipated that Calendars will be available for sale, without pre-orders, at the November and December General Meetings as well as being available by order via postal delivery as required. This will be subject to the availability of Calendars: a Pre-order is strongly suggested to avoid disappointment!

As always, please get in touch if there are any questions.

RMYC Timber Boat Festival - 4 & 5 November 2023

Committee Members, Ross Marchant, Sally Ostlund and John Gale have kindly offered to lead the organisation of

the WBA's stand at this annual Festival. There will be further information about the Festival, including an invitation to join the 'crew' roster for the event, in the coming months.

General Meetings

JulyTuesday, 11 July – 'Shipmates' Night' – Games, Trivia, Puzzles etc

AugustTuesday, 8 August – 'The Martindale Story'

SeptemberTuesday, 12 September – Anagote Timbers

Peter Widders

Save the Date 4 & 5 November 2023

Royal Motor Yacht Club – Timber Boat Festival

The WBA will once again have a stand at the Festival. Keep an eye out for information about the WBA Roster for this very popular weekend.



Photo by Mike Cassidy

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WBA AUCTION ITEM - FASHION BAG

Our Merchandise Officer and James Craig volunteer Sally Ostland has fabricated a shoulder bag out of a James Craig sail that was shredded in a hurricane rounding Cape Horn in the middle of Winter well, perhaps not, but it's definitely ex-Craig and highly original.

Sally has kindly donated it to the WBA as a raffle item and in a few weeks it could be yours.

Size is 250 x 200 mm (excluding fringe) with an internal opening of 150mm. Item will be on display at WBA General Meetings and questions may be directed to the Treasurer.

Closing date is the end of the shanty singing at the WBA social night on Tuesday July 11th.

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.

Bids and questions by text or email, per Treasurer details in Scuttlebutt .





BUILDING MISS EM

By Brian Jones

In early 2020 I was looking at building a 17ft Selway-Fisher single chine plywood hull for a new steamboat. I had made a metre long scale model, and collected 2 steam engines and an Ofeldt boiler, when a friend rang and said, 'Quick, there's an 18ft Western Red Cedar strip planked hull near Yamba, the widow who owns it can't give it away and it's going to be burnt!' He sent me a few photos on his phone. The hull was still upside down on a building frame, and looked to be OK, so I said I would take it. Covid was raging, so I had to ask the owner if she could wait several months until travel restrictions were lifted.

The hull is a David Payne re-creation of the 'Cinema' design - the original 1930's Bay cruiser is reputedly still afloat on Sydney Harbour. While waiting, I welded up a rough temporary trailer with adjustable height 2.2m long cross bars where rollers would normally be so that these could be used to support the upside-down hull sitting on the gunwales. This trailer was then rolled onto my brother's 4 wheel car trailer, and, when the travel ban was lifted, we set off North to collect the hull. The hull was light enough for two of us using drums and levers to manhandle it onto the rough trailer. I didn't have a close look at the hull before we started, or I may have left it there!

When I got home and started going over the hull to see what was needed, I really questioned the value of a 'free' boat! The hull was built with 40mm tongue and groove WRC strips fastened with expanding polyurethane glue and about 600 rusting steel screws in countersunk holes. I briefly thought of covering the screws up with epoxy glue, but then decided to remove them. More than 100 broke in the process, so I used a piece of 12mm dia thin-walled steel tube with roughly hacksawed teeth on the end to drill over them until they ended up coming out. I had to frequently sharpen the tube 'drill' but eventually removed them all. The smaller holes were drilled out 6mm, and the larger ones 12mm, then all were plugged with dowels in epoxy. Part of the bottom had a 2m by 600mm section where it was such a mess that I had to cut the whole section out and start again. Luckily, I had found some spare strips (each 6m long and not a knot in sight) in the shed where the hull was stored, and brought them home too. The other side had 15 strips not fastened, but this was easily fixed with foaming polyurethane glue and temporary screws.

The bow planks had come away from the stem so they were glued and screwed back together then the





stem extended with 4 laminations of 6mm x 75mm flooded gum. Two lengths of 50mm x 5mm stainless steel flat bar were TIG welded together for a longer length, then the bar was coerced (!) to run from the top of the stem to the end of the keel, and securely fastened with SS screws. The original polyurethane glue had flowed out of all the joints, so it was scraped and sanded off, the hollows filled with epoxy and filler and sanded again, before being covered in glass cloth and epoxy.

I used 'Platinum' brand epoxy glue from DIY Composite Supplies in Brisbane at a considerable saving from the glue I had been using. Thinking that you only get what you pay for, I decided I'd better give the Platinum a trial run before using it. I cut out 150mm plywood squares and made up a dozen versions of the types of joins/seams I was using in canoe building. (At this stage I'd built more than 250 ply canoes with kids at risk, indigenous students, unemployed men's groups, high school students, and summer school courses at Camp Creative, Bellingen.) I set the samples up in the vice and broke them with a DIY Heath Robinson testing device- the ply broke every time, so I thought I'd go with the Platinum, and have successfully built another 50 canoes using it.

I was told that glue powder had to be used for thickening epoxy but found Chesapeake Light Craft in the US used 'wood flour', aka sawdust, in all their watercraft- with more than 20 000 kits sold I thought they may know what they were talking about. For the last few years, I've been collecting sawdust from my power saw, belt sander and planer, and the local floor sander, and must have half a dozen grades from baby powder to very coarse stored in containers. Stuart James, who made an excellent effort building my 'Amaroo' canoe and wrote about it in AAB No 120, mentioned the kids in Hobart had a 'coarse finish' to their canoe seams while using sawdust. With all due respect to Stuart, those Hobart kids were building a canoe for the first time and learning on the job- they went from flat panels to successful launching in two and a half days, and I doubt smooth seams were high on their list of priorities!

Youtube was consulted for the best way to paint the hull. "Roll and tip" looked easy, so that was it. The result was very pleasing, and the deep plum colour came up a treat. With the hull painted, it was time to turn it over. I had made a 4 post frame from square steel tube with chain blocks to lift my tonne and a bit Sonata 7 so I could inspect the keel, so set this frame up in the yard ready for the much lighter timber hull. The hull was run out on its trailer under the frame. Ropes were run through blocks to make turning simple and the hull protected with cardboard so the ropes wouldn't mark the hull. A



few helpful friends were invited and the stage was set.

It actually took longer to set everything up than it did to make the turn- the hull rolled over easily without a problem, the now upright hull was put back on its trailer and rolled back into the garage, and the frame was disassembled. The champagne flowed freely, and all was well with the world.

With the hull upright, it was decided to add a cabin and Simplex engine as in the original 'Cinema' design and pass on building it as a steamer. The Bay cruisers have a raised hull from the bow to about midway, then a curved step down to the aft deck. The raised section of the hull side was done with 3 laminations of 7mm ply. When I saw the amount of room the Simplex would need, that idea went too, and I bought a new Yamaha 9.9hp 4 stroke outboard and built a cut out in the stern so the outboard could disappear under a hatch. This lost some of the seating space but gave me much more room amidships. The cabin and wheelhouse were built to comfortable head heights, rather than what purists might find ideal- this was going to be a cruiser for 2 people to enjoy the many lakes around where we live, and to enable comfortable overnighting with a double bed and a loo.

The deck and cabin roof were built in 16mm ply, the cabin sides in 12mm, and the wheelhouse roof in 7mm, before being covered in glass and epoxy. A board with a roller holds the anchor out over the bow, and the anchor rode is stowed in a glassed over plastic kitchen tidy bin, which sits in a cut-out in the deck with a hinged lid over it. The 300mm wide piece of ply up the centre of the bed had several steps fixed on the underside- when flipped up it makes a ladder to climb out the hatch, making dropping the plough anchor very simple- thanks to Grahame Rainbow (Li'l Toot) for the idea. Oregon collected from old buildings and Australian cedar from my late father-in-law were used to frame the wheelhouse and windows, with laminated Oregon beams used to support the wheelhouse roof. The only timber bought was the ply- everything else came from my 'I'm going to use that one day' pile- that day had arrived! A woodworking neighbour turned the spokes and made the cedar steering wheel, and I was able to make the cabin hatch completely from cedar, with brass rod safety bars. I had a couple of nickel-plated air scoops I had been given but not used for a previous boat I'd built (a 17ft 1927 design speedboat that won 2nd prize to the beautiful 'Rosita' at the 2006 Classic Boat Show at Darling Harbour), and these were mounted on cedar dorade boxes. The notice board cover from the local school where I used to teach was thrown out because it had a crack in one corner, but when rescued still provided plenty of 4mm Perspex for the front and side windows and the hatch.

I had 2 bronze portholes, but they were of different sizes, the glass was missing and the hinges seized, so I thought I'd find some new bronze ones. After nearly needing CPR when I saw the price, I bought some black plastic ones on eBay and a can of bronze spray paint from SuperCheap ... and voila! They look good and don't leak, so I'm happy, as is the treasurer!

I designed and welded up a new trailer and had it galvanized and registered, and another gathering of friends was arranged to swap the hull from the old to the new trailer. With a bit of muscle and a hint of chain block, the boat moved happily onto the new trailer, and more champagne was consumed.

The 10th of January, 2022, was marked down as launch day. The new vessel slid easily off the trailer, the Yamaha fired first go, and off we went. The hull weighs a bit over 500kg, considerably lighter than the original, so is a bit tender. I've since added around 70kg of lead for ballast, as well as putting



the very heavy AGM battery as low and far forward as I can. There's still a few other things to do- is a wooden boat ever really finished?

The 4 stroke runs very quietly under the hatch and happily pushes the hull along at a very comfortable 5.5kts. Our latest overnight cruise covered 75km using under half the 22L tank, so I'm very happy with that. My wife re-purposed some canvas boat curtains we had to completely enclose the rear of the wheelhouse keeping us warm and dry in inclement weather.

Miss EM is easy to tow, launch and retrieve, frugal on fuel, and has covered more than 300km without problems- we're looking forward to many more days and nights aboard.



TOOL TALK

by Peter Widders &
Doug Brooker

A new section of Scuttlebutt seeks to share information about tools used in boatbuilding, boat restoration and general boat projects.

Contributions are invited to this new section. Please include text and photos describing the tool and the particular use of the tool/s.

A useful category division could be **Hand Tools** and **Power Tools**.

Please send your contributions to: pwidders@yahoo.com.au

This is a new tool for use in a drill press. I came across these on a You Tube Boatbuilding Channel – RAN Sailing, and was able to find a local supplier. The first two shown cut 8mm and 10mm dowels up to 75mm in length. The bits are a big time-saving over the conventional dowel plate and can be set up for multiple runs in a block of wood. Drilling needs to be done into end grain to maximise the strength of the dowels.

Applications include boatbuilding as well as furniture making with the edge gluing of boards.



DAY IN THE LIFE OF A GERMAN JACK PLANE

In 1960, I was apprenticed to Ron Swanson and we had a 36 foot yacht to build in the corner of a truck yard in Annandale. This was a little different – for instance there was a steel girder projecting across the area we had to build her in. This meant she had to be bow down by a couple of feet, so whenever we used a plumb bob or level, we had to insert a large wedge.

To cast the keel, we dug a hole in the yard large enough to make a soft cement mould for the lead. The keel was about 2 ½ tons, and we had a three ton pot. The lead was all scrap, which takes up lots of space, so only about ¾ ton fitted in the pot. For the fire, there was a heap of old pine packing cases. So – we melted the first pot load, let the fire die down, added more scrap (best if you don't get splashed as you throw it in the pot), and repeated the process a few times.

Finally, all the lead was melted, but Ron decided to give the fire one more flare up just to be sure the casting didn't come out as a layer cake – which is where parts of the surface solidify as it is being poured. At last, we opened the cock and the lead ran into the mould. It proved to be a bit hot and the lead did a bit of bubbling against the cement of the mould.

When the keel was lifted out of the mould, we discovered about a 3/8" layer on the surface was a mixture of sand and lead. Not good, and it had to go! We tried a 7" disc sander – but all that did was to melt the lead and smear it over the sand.

So – how about planing it off? Out came my trusty German Jack plane. That worked – inasmuch it planed the lead off – but after every two or three strokes – the sand ground the end of the blade flat. So – out with the blade, reshape and sharpen it. Then after a few more strokes - do it all over again.

Finally – the sand impregnated lead was all gone and we had a nice clean lead surface on the keel. However, my plane blade was somewhat shorter and I had managed to grind about 5/8" off the face of the plane!

Oh well. This was just another of many times that Ron told me – "Doug, you've got to learn to work under difficulties!"

"Dumalee" was launched a few months later, and made her owner very happy for many years.





LOG OF "WEST WIND" Ep.1

Xmas - 1938

Crew - J.Muir, D Mcallister, L. Garrod, L Cohen, C Snook

Towards Xmas

For the past 5 or 6 weeks, we have had an unusual amount of West and S W weather which has all gone to waste as far as we are concerned, and we wonder whether it will hold till Xmas when we leave for Sydney. We all look for Fair Winds and hope that we will make a good passage as our time is limited.

Dec, 22.

All ready ! Most of the food and gear is stowed away, the Glass is down to 29.68, and we believe that with a little luck we will have westerly weather to get away with. What we will strike later on is only to be guessed at – but we are prepared for the worst, and hope for the best.

24th. P.m

Left Moorings in very hard Westerly, under Main, Mizzen and Staysail, everything p.m. snugged away, and we made good time down the river passing Bounty and Coraleen. Wind comes in hard squalls from W.S.W. Glass 29.25. Streamed log off Blinker.

..25-pm

Lowered main in white squall off Opossum Bay.

5 -p.m.

Set small storm Trysail on Main, after a little trouble off South Arm Jetty. One mass of 5-10p.m. Whirlies on Western Shore. We pull 2 reefs down in the Main, but leave it furled as we go out towards the Raoul.

9-p.m

In heavy wind and big lumpy sea.

10-p.m

Jibed around Tasman Island with wind hard S.S.W. , good sea running, a few of which break over the stern.





Dec 25

1.30 - a.m

Wind now moderating as we go up, to clear outside of Maria, and we roll some.

5- a.m.

Off the middle of Maria Island which is about 15 miles to the west'ard. Here we set Mainsail in very light N.W. , and roll about for a fair time. "Strathaver" passed to West about 4-30 a.m..

12 Noon

Wind comes Light N.E and we stand up on Starboard Tack laying well along the coast. Glass 29.62, Made well up and wind left us off Bluestone Bay. As we could not make anywhere better, we dropped the pick here, and spent the night rolling very heavily.

Dec. 26

-15 am

Got under way at 4-15 a.m. in very Light N W, and big Swell. Stood on port Tack but owing to the big Lift, we can make nothing, so at 6-15 a.m. we pull away and go into Sleepy Bay, wind now moderate N. Sunny sky and haze over Freycinet Peninsula. 123 12 Noon

Later moved to the top side of the Bay as the wind comes very hard Northerly, we all have a good feed and certainly feel a lot better Wind still hard N. Glass 29.55. Glass rose slightly at dusk with wind Squally N W and we get underway but only dodge about the Bay as we think the wind would head us up the Coast. As nothing comes of the Wind we again drop the pick and spend the night very comfortably.



FAGEL GRIP

(30 Sq m Class on the cover of June Scuttlebutt) - A Post Script



WBA Member, Brank Young, has provided some photos of work he completed to repair the damaged bow sections of Fagel Grip.

 International



If you're seeking the simplest, most efficient route to a dream finish, our new two-step system will have you on cloud nine. Together, Toplac Plus and One UP eliminate the need for an additional coating step, providing long lasting protection with improved application.

Toplac Plus

High gloss finish with enhanced colours and improved application.



- Eliminates the need for tipping when using a roller
- Improved Distinction of Image (DOI) and application
- Toplac Plus contains UV filters for increased durability
- Use One UP followed by Toplac Plus to deliver the best in class topcoat system offered by International

*To ease application by brush or roller, add up to 10% Thinner No. 100. At temperatures above 25°C an extra 5% Thinner No. 100 should be added.

One UP

Two-in-one primer and undercoat for one part finishes.

Replaces Yacht Primer and Pre-Kote whilst still delivering the same levels of adhesion and protection.



AkzoNobel



AN INTERVIEW WITH BRYCE KABERRY

From WBA Assistant Editor, Dick
Bedell - 17th JUNE 2023

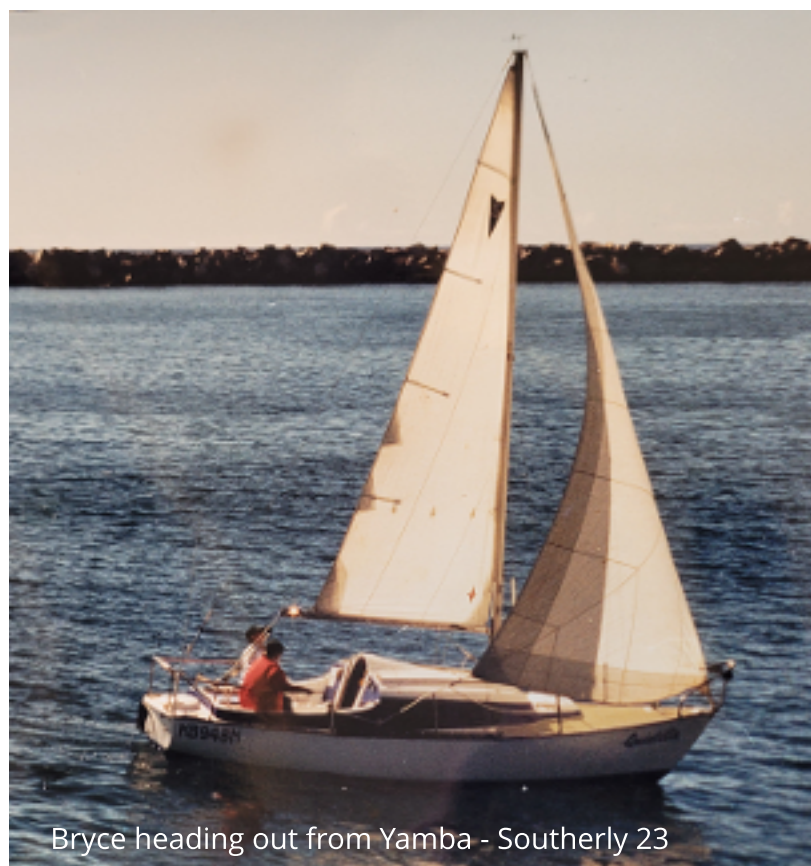
Bryce and Pompie half cabin

Introduction

I first met Bryce nine years ago when five men met at my workshop with an idea to start a wooden boat group in the Eurobodalla Shire. Since then, we have spent many occasions together on the water and in workshops learning from each other. Bryce has a great eye for a good curve so he helped me loft two boats. He helped me relearn how to sail when I launched my 12 ft sailing dinghy. Every time I sail, I hear him say 'point higher Dick'. Which is what you need to do when you only have a lug sail. Make the most of the breeze all the time. He has also taught me seamanship skills and how to read the water. All stuff a mountain walker needs to learn to transition from the high country to sea level. He has had a life time in boats. When it comes to finding a bargain on the Net, he is the best finder of bargain boats I know. He has helped a number of us get a boat or trailer for a good price. On one occasion I was going up to Boeing in Sydney to pick up a new trailer and invited him for company. By the time I picked him up the next morning he had found a 12 ft sailing dinghy for sale for \$250 in the next suburb to Boeing's factory. The trailer came home loaded with a Yankee Dory that only needed painting and a lug sail. Bryce named it Pint Pot and we sailed along side each other for about four years before he sold it to buy a Whilley boat. Each of the boats he has bought are restored where necessary and painted in colours to his liking, giving them many years of extra life.

Q1 When did you start boating Bryce?

At the age of three or four my family would go to Ettalong and hire a putt putt boat, and sometimes on picnics I would climb into a moored putt putt and lay on the sole and listen to the tinkle of the water on the hull. A sound I have never grown tired off. In my teenage years my brother and I sailed VJ's on Pittwater and built a kayak that took me from Brooklyn to Palm Beach without a lifejacket!



Bryce heading out from Yamba - Southerly 23



Shevill Launch

Q2 How many boats have you owned?

Too many to count. There was a 14ft Hartley, an Oughtred Happy Jack, Boomerang 20, Hunter 19, Compass Southerly 23, Pompie 16ft half cabin, 17ft Red Jacket, 16ft Shevill putt putt built in 1936, 16ft McFarlane launch built in 1944, Whilley boat, 12ft Yankee Dory and a few other dinghies.

Q3 What was the best boat?

The happy Jack (Iain Oughtred's first design) was a dream to sail and had plenty of room in the cabin.

Q4 Where have you sailed?

I did most of my sailing out of Yamba as an adult in the bigger boats. Then when we moved to Batemans Bay I bought the first of the putt putts, the Pompie half cabin. Boyd Myers installed a reconditioned twin Blaxland motor for me so Wagonga Inlet became a regular spot along with the Clyde River.

Q5 What's your favourite waterway now?

Burrill Lake and Wagonga inlet. Mallacoota for longer cruising.

Q6 What boats do you have now?

The three 16ft putt putt launches and the Whilly boat. Boyd installed Blaxland motors in all three putt putt launches. They all run reliably and I take turns which boat I take out.

Q6 Are you still dreaming?

Yes! I just love varnished wood in a boat and I'm always wanting to and planning an outing somewhere around here.



Mc Farlane Launch



A PIECE OF POETRY -

Contributed by Member, Jaime Arvela

Luis de Camoes – Portugese Poet. Born – c 1524died June 10 1580 Lisbon

Portugal's supreme Poet, Camoes was the first major European artist to cross the Equator. His mastery of verse has been compared to that of Shakespeare, Vondel, Homer, Virgil and Dante.

"To relate to thee as I could wish,
The frightening things of the sea,
Which men do not understand
Sudden thundering,
Tremendous lightning,
Which seemed to turn into fire all the air at hand,
Black heavy rains,
Dismally dark nights,
In which roar the Thunderbolts,
Cleaving both sea and land
Were not less labour,
Than a grand mistake,
Although with a voice of iron I th' attempt could make."



SILLY SHIPMATES NIGHT

7PM Tuesday 11th July – Dundas Sports Club

Everyone Welcome!

Come & join us for a fun filled night.

Games! Puzzles! Trivia! Shanties! Fun!

Wear something nautical/sailor /pirate.

Something as simple as a hat, bandana, sword, hook.

Light refreshments included.



SPOTTED IN THE WILD

Photo credit - Nick Coleman. Fishing boar at Wallis Lake

Do you have some 'in the wild' photos to share? Please send to editor@wbansw.asn.au

CLASSIFIEDS

PICCOLO IS RELUCTANTLY FOR SALE:

A Nordic Folkboat beautifully built by Billy Fisher (early 1960s). Rebuild early 2000s using the West System Epoxy method with new rig, sails, motor, dripless stern gland, keel bolts etc. Her NZ Baltic Pine carvel splined construction, Dynel sheathed inside and out, provides a strong, dry hull.

Aluminium spars with workable sails including fully battened Mainsail, Genoa, Jib and 2 spinnakers A reliable, economical Yanmar 1GM10 diesel. Anti-fouled, Prop speed etc and improved electronics 12/22. Sunbrella cover. Many extras included

Moored Manly.

Expressions of interest above \$19,500

Contact Cleveland 0413 930 002 or crurbdes@ozemail.com.au



URGENT SALE : Thara – Classic Alan Payne Yacht.

Nain 3 cyl diesel; lots of sails; awning.

\$25,000 ONO

Contact Rob – 0414 741 725



FREE TO A GOOD HOME.

12 foot wooden hull excellent restoration project pick up only from Orange for more information contact:

judylouie51@gmail.com



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.

\$13,000 neg. Currently housed in the Parramatta area. For inspection and further information please call Mark Hughes on 86771815 or leave a text on 0422377616.



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

Located in Berry, NSW

EMAIL hollylandgren@icloud.com

CONTACT NUMBER 0414705005



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:

Ranger model for sale

LOA 440mm Height 490mm Width 140mm

Price \$90 To order a model call John on 0406960597



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.



Do you need some extra help with your wooden boat?

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.

Andrew Hamill - 0401 718 517

FOR SALE: Lydenne, an historic Tasmanian vessel, is now regrettably for sale due to owner's failing health. Built to sail to work by Bernie Berkshire in 1947 In Prince of Wales Bay Hobart.

Length 47 feet beam 12 feet draught 6 feet Engine Gardner 5LW72 H.P. diesel 7 Lt / Hr. @ 7 kn approx. Engine was installed new 1968 runs very well Fuel tank capacity 1250 Lt Water 1000 Lt

Offers over \$150,000 considered. Contact Owner Tom for full details and inventory- 0439 858 003



FOR SALE: The Sea Urchin

Historic vessel looking for a new home. Built in QLD State Dockyard in Huon pine.

29.5' LOA. Single Yanmar 20hp engine and propeller; originally built as an open boat but has added a ply superstructure. Was afloat before being removed for repair, in need of restoration. Currently on the Central Coast. We have more information and photos. Please see maritime museum entry: Vessel no: HC000266

Price: \$15,000 (reasonable offers considered) Don-ph: 0401922761



ON THE HORIZON

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

Dinner from 6 pm

Meetings : 7.30 pm

Tuesday, 11 July 2023 – Shipmates' Night (Games/Trivia/Sea Shanty Singing)

Tuesday, 8 August – The Martindale Story

Tuesday, 12 September – Anagote Timbers

Committee Meetings –(Sporties Club at Gladesville)

Tuesday, 18 July

Tuesday, 15 August

RMYC Timber Boat Festival at Newport – 4 and 5 November 2023

Paynesville Classic Boat Rally – 2 and 3 March 2024

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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 salsonsquarereg@gmail.com \$83



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