



# SCUTTLEBUTT

AUGUST 2023



WBA Member Dick Bedell and his mate Michael Hale are building a new Paul Gartside 'Flashboat' - More on page 9.

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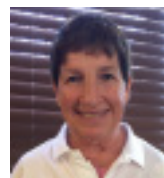
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# PRESIDENT'S REPORT

## July General meeting - Silly Shipmates' Night

A big 'Thank You' to the organisers of the successful Trivia and Games Night held for our July General Meeting. Ross Marchant, Sally Ostlund and Ross Andrewartha, with the assistance of other Committee Members, put together an excellent night that was very well received, with plans a-foot for a repeat in 2024.

## 2024 WBA Calendar

A number of pre-orders have been received to date for our 2024 Calendar. Pre-orders will assist with the ordering process (quantity etc) and also ensure **Members are able to secure a Calendar for the very good price of \$10 per Calendar.** The Committee has approved the Calendar process as a 'service to members' rather than a Fundraising endeavour.

Calendars purchased and ordered by Members after the deadline of 31 August, will be available for \$15. Non-Member price will be \$20. Stock available outside of the pre-order process may be limited.

**Please see a re-run of the Pre-order details in this issue of Scuttlebutt.**

## Hal Harpur Award 2023

Work is underway at the Committee level for the 2023 Hal Harpur Award.

***"The Hal Harpur Award is for the person or persons who in the past 12 months has completed a project which best contributes to our objectives of encouraging the retention of wooden boatbuilding skills or the preservation of wooden boats or maritime artifacts."***

Projects completed by Members and Non-Members of the WBA are eligible for entry if completed in by September 30 this year. The person nominating a person for the Award must be a Member of the WBA of NSW.

**Nomination Forms are available from the Secretary: [secretary@wbansw.asn.au](mailto:secretary@wbansw.asn.au)**

**August General Meeting of the WBA**

WBA members from 'Team Martindale' will present **The Martindale Story** at the next General Meeting on Tuesday, 8 August at Dundas Sports Club.

Members and Guests are invited to join us for Dinner (from 6 pm) and the General Meeting (from 7 pm).

#### **In this Issue of Scuttlebutt**

The history theme continues with **Excerpt 2 of the Westwind log** from the voyage to Sydney in December 1938. Member, Greg Dwyer has written the Part 1 of the **Hald and Johansen Story**: the prolific boatbuilders turned out some excellent yachts from their Dee Why yard.

Assistant Editor, Michael Coleman, has provided the next instalment about the **Models and Boats owned by Peter Mathews**. A number of new build and restoration projects are underway at the moment. Assistant Editor, Dick Bedell, has a couple of projects on the go and has provided some photos of his co-build project of a **Paul Gartside 'Flashboat'**.

Please keep us in mind for an article about your adventures in wooden boat: building, restoring or just having fun.

**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

# **REPORT - SILLY SHIPMATES NIGHT**

**By Ross Marchant**

Our July meeting was a very different meeting with a fun Silly Shipmates night. Everyone was put into teams on separate tables to compete in a number of games. We had jigsaw puzzles & quoits from the 1900's which were my grandfather's. The smell of the ochre & pitch on the rope quoits took us back in time!

Sally organised the Shanty singing with the groups competing. Well done everyone for giving it a go! Ross Andrewartha organised the Trivia Quiz. Everyone got so loud debating what they thought was the right answer that Sally had to roar to get their attention. Well done Sally!!

I had a friend Malcolm visiting from New Zealand that I roped into helping. A table of tea, coffee and nibbles were available. There were prizes including bottles of wine, bags of chocolates & WBA products to choose from. It was great to see everyone go home with a prize. We also had a prize for best dressed which went to Pirate Dee. Congratulations Dee!!

Not everyone dressed up but I'm sure everyone had fun. We had great feedback so we hope to make this an event that we do once a year.

Thank you Sally & Ross A for all your help in bringing this event together.





# HALD AND JOHANSEN - WOODEN BOATS BUILDERS IN SYDNEY IN THE 1960s

Part 1 - By Greg Dwyer

In 2005, I came across a pretty, seemingly well-kept Nordic Folkboat, called *NOCTURNE*. As I later found out, this was the first boat built in Australia by a young Danish shipwright Anders Johansen, who with his uncle John Hald, built more than 30 yachts over 8 or so years in Sydney from 1961 to 1969 before going home to Denmark.

The advertisement didn't mention the builder, but the broker told me that the boat had been built by Johansen, and when she was slipped for survey at Rabbit's Cammeray Marina there was a discussion about Hald and Johansen Folkboats. At the time that didn't mean much to me.

Among the papers with the boat were British Ship registration documents which showed the original name as *TUPA* few months later James Nash, a retired shipwright and member at SASC, gave me the June 1965 *Seacraft* magazine, with the article *The Other Man's Boat* about *TUP*.

*(see next page) Seacraft- June 1965*

That article piqued my interest and enquiries led me to the late Albert (Alby) Jeays a well know Queensland yachtsman, whose letter in the early 1990s in *Wooden Boat* magazine led to contact with Johansen. They corresponded over the years, and visited each other. Alby kindly sent me copies, together with copies of photos he had received from and taken in Denmark.

In 2008, after some internet searching, I found a Johansen living at the address on the letters to Alby Jeays, and made contact with Johansen's nephew. A combination of the Jeays correspondence,

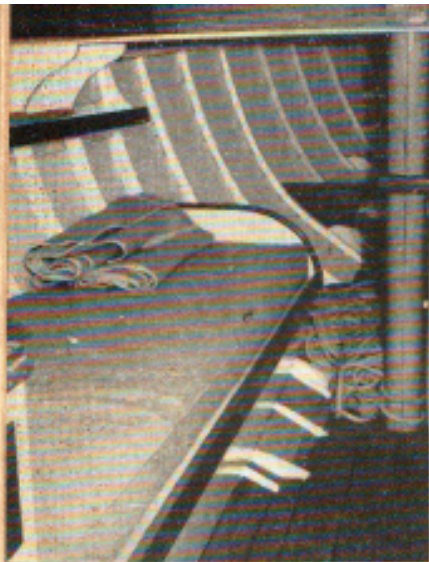


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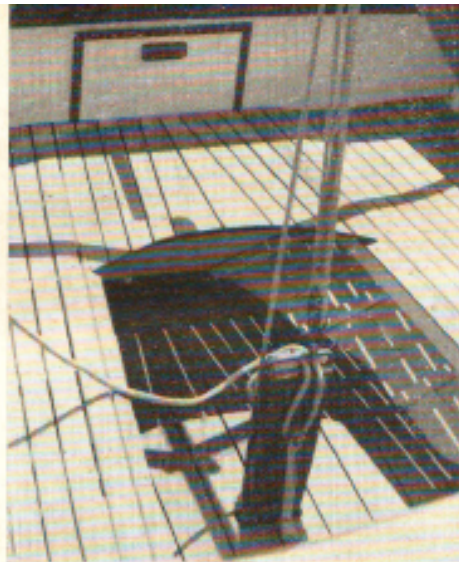
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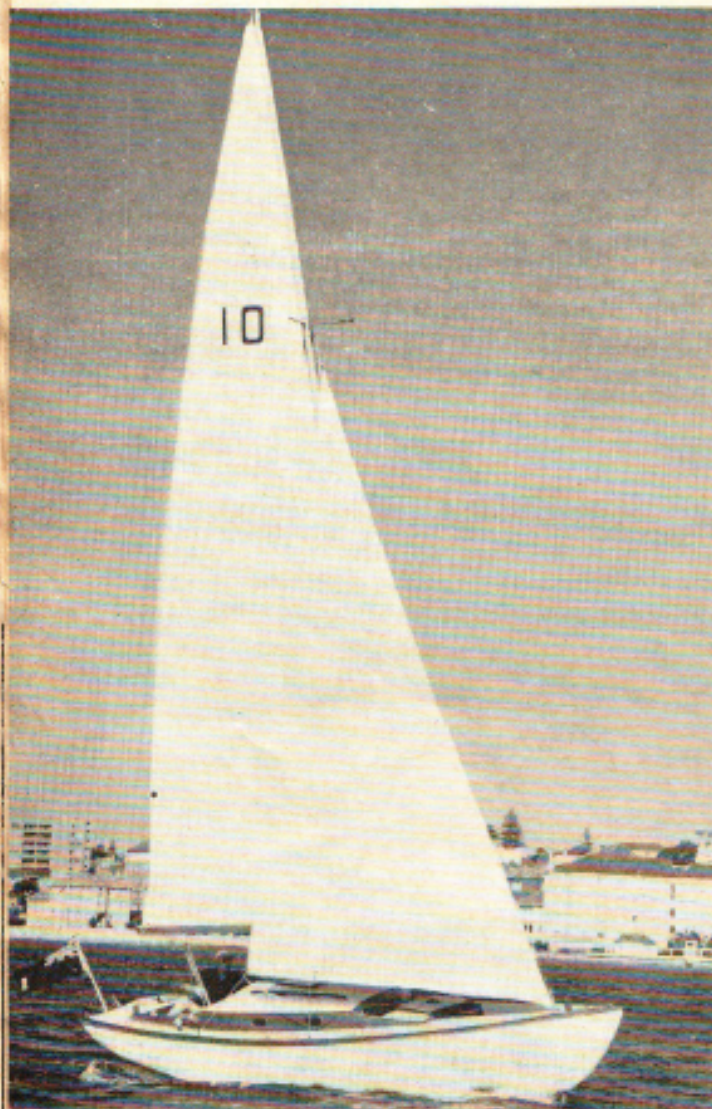
*The spine bashing section.*



*Tram seats and cockpit floor of scrubbed Teak battens are very shippy. A winch mounted on a post handles mainsheet.*



*Sampson posts are fitted for towing and mooring lines alongside the after cockpit coaming.*



*"Tup" the Folkboat — pretty beaut.*

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## THE OTHER MAN'S BOAT

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# "TUP"

By MAX BARNETT

Beautifully built and maintained,  
this 25 footer is built  
to the famous Folkboat design.

**TUP** is a Folkboat, the product of a vision by the Scandinavian Yacht Racing Association for a peoples' boat. To achieve a design that would fill this need, a competition was held and the resultant entries were studied and judged until only two remained. The merits of each were numerous and the short comings few. Then an observant judge suggested that a desirable result would be a combination of both plans.

Thus evolved the Folkboat!

Its success was immediate and 600 are now afloat in Denmark alone. Three competed in the last Transatlantic Joshua Slocum Race and another recently brought her migrating owner from England to New Zealand.

Now back to Tup, the magic Folkboat.

She is built in clinker fashion of 3/8 in. permanent Seaply, each plank being glued with Resobond along the overlap and copper nailed and rooved. The Alpine Ash timbers of 1 1/4 x 1 are spaced at 9 in. centres with two fastenings between timbers which makes a fastening over 2 1/4 inches. Builders were Lloyd Burgess and shipwrights Johansen and Hald who have since opened a building yard at Dee Why.

The coachhouse and all trim is solid Teak which gives a number one shippy finish to the fine workmanship.

Mast is a hollow spruce spar stepped on the keel. Internal track and rigging gives it an absolute minimum of standing rigging. Runners were not even considered. Chain plates are of monel bar fitted inside

information and photographs from the nephew, and various articles in Seacraft and other publications gives some insights into a short but productive period of wooden boat building in Sydney, and another Scandinavian / Australian maritime connection.

Anders Johansen was born and grew up on a farm in Sallinge, Denmark, in 1937. He became an apprentice at the Rantzausminde ship building yard, and completed his training as a shipwright from 1954 to 1958.



Rantzausminde Boatbuilding (1954) Sylvest Jensen, [National Library of Denmark](#)

The yard which closed in the 1980s specialised in wooden boats, primarily smaller fishing vessels. We know from his letters that he was also familiar with Folkboats. He did his army national service in 1958 and 1959 and immigrated to Australia in 1960, and got a job with Halvorsens. His uncle Johannes (John) Hald, a carpenter or builder, had already come to Australia in 1958 and was working on a farm in Queensland.

Anders was part of a small yacht building team under the leadership of Trygve Halvorsen. Anders worked on *NORLA*, being built for the 1961 Sydney Hobart, and on the back of the picture of himself standing on the newly launched yacht on the Parramatta River he noted "Gee I was skinny in those days of my youth. I was 23 at the time".



Anders on *NORLA*



*GRETEL* at Halvorsens

His next work was on the Alan Payne designed *GRETEL* and then when she was finished, they began work on the next Halvorsen Hobart contender, *FREYA*. Around that time he was introduced to Lloyd Burgess, then the secretary of the Royal Sydney Yacht Squadron, who asked him to build a "Scandinavian Folkboat". This was the subject of the Seacraft article.

After *TUP* was built at Smithfield, and possibly another Folkboat, *SUZANNE*, at Auburn, Anders and John Hald then bought land at Villiers Place in Dee Why in Sydney's Northern beaches, and built their boat shed.



The Shed at Dee Why – with other photos

Over the next 8 or so years they built 36 yachts over 25 feet, and a number of smaller boats. They became particularly well known for their Folkboats, of which more in Part 2.

Johansen wrote that "Those were hectic and fascinating years of wooden boat building, we tried all kinds of construction methods: ordinary clinker, clinker ply with glued laps, ordinary carvel with glued seams, carvel with splined seams, triple layer laminated, five layer laminated (cold moulding), and strip planking, which was the method we used most, because it was fast to do and also gave a very rigid and strong hull".

Anders wrote "Perhaps it was all too much work and too little play in those years. In any case when I got a letter from home with the news that my father was seriously ill did I suddenly become very homesick. We had a long think about the future, we were not unaware that the fiberglass boatbuilders would eventually win out so we decided to sell out and go home".

The timing and exact circumstances of their departures is a little unclear. Donald Maclurcan's *MORAG BHEAG* was launched in 1969. Sheila Patrick wrote "this unfortunately will be the last boat that these two expert boatbuilders make".

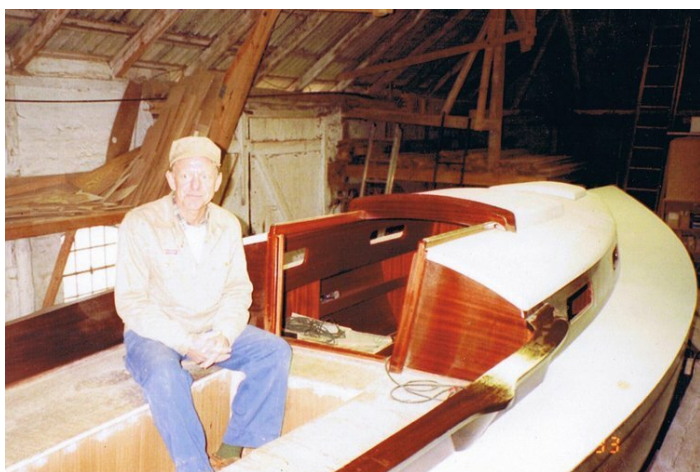


MORAG BHEAG - various

In any event, when Anders returned to Denmark he bought a farm which he worked for some years before selling it, and during that time, in 1972, he also bought a site in Jutland and started his own boat yard building wooden yachts and fishing boats. He had 8 employees. Unfortunately, in 1977 the business fell on hard times and he was forced to sell it. As he wrote to Alby Jeays in March 1992 "In Denmark I have since had my ups and downs in the boatbuilding business and now, after a long and rather unpleasant time in fiberglass boatbuilding, I do have a small one-man workshop where I'm building boats and yachts in wood only." He built some "cruising Folkboats" and a 36 foot "double ender".

John Hald died of cancer in the mid-1990s and in the same letter telling Alby Jeays about this, Anders wrote that the only boat building he had done for a while was to finish of a couple of Herreshoff cruising dinghies, about 11ft 6in long. He planned to do some coastal "off the beach" cruising.

Whether those plans were fulfilled I don't know. By the time I had tracked down his nephew Anders had fallen ill, and was pretty much incapacitated and living in a nursing home. He died in late



2009.

Photo-Alby Jeays Anders in his shed in Denmark

[This and the following instalments are edited versions of a longer two part article published in Southern Wooden Boat Sailing <https://southernwoodenboatsailing.com/news/hald-and-johansen-danish-boatbuilders-in-sydney-in-the-1960s-part-2-some-of-their-boats>]

More on the H & J boats on Instagram @haldandjohansenyachts



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# EMPEROR OF SYDNEY HARBOUR

By Michael Coleman

Article first appeared in Heckler, SMH

My accession as Emperor of Sydney Harbour approaches, and My Imperial wrath has been stirred by the way some of My subjects abuse My waters. I envision sweeping changes to the way the harbour is used for recreation, so it is as well that My subjects are informed as early as possible of My intentions.

It is My view that the use of vulgar express cruisers and fast motor boats on the Harbour is against natural law, and will be severely curtailed. There is no good reason to own a boat, styled like a modern steam iron and capable of going from Manly to Parramatta in 7 minutes flat, in the sheltered inshore waters of my Harbour. I refer to boats such as the "Wanker 42" and the "Throbber 50", whose owners must be made to realize that the joy is in the voyage, and not in a high-speed dash to raft up together after a 10-minute trip, get drunk, and watch television in an overcrowded bay. It is not by chance that the throttle controls, with which the owners fiddle constantly, are set at the height of the groin!

Accordingly, a speed limit of 6 knots will be strictly observed within a line drawn from South Head to North Head for any vessel over 18 feet in length. Express cruisers and their ilk will be directed to proceed at 6 knots within a narrow, buoyed lane in the center of the Harbour until they reach the Heads, when they may open up and go as fast as they like, anywhere to the East. I may provide a floating platform equipped with sub woofers and noisy electrical generators at a GPS point about 20 nautical miles to sea, where they may all raft up together, as they are wont to do, but without causing any nuisance to others.

Sailing boats, however, will be granted substantial privileges, not the least of which will be the ability to sail gracefully in a Harbour deliciously free of dimwits hurrying to use the

most fuel in the shortest time. Sailors, in My view, need encouragement, so taxes on sail powered vessels will be abolished, sailing clubs given subsidies and sailing made an obligatory subject for the HSC.

Special consideration will be extended to the owners of classic craft of wooden construction, and over 50 years old. Such owners will receive grants for the maintenance of their boats, most of which would struggle to make 6 knots anyway, sail or power. It is My aim to bring back a more graceful era, with quiet boats enjoying the reaches of My Harbour in slow and genteel fashion. Rowing, and kayaking, pastimes that leave little footprint on My waters, will be also encouraged.

As a previous enlightened Emperor noted, My harbour is no place for jet-skis, but he notably failed to grasp the nettle with water skiers, who will of course also be banned, with permits granted for a particularly sharky bit of the Hawkesbury.

The question of runabouts remains vexed. Emperors should throw some scraps to the masses, and tinnies on trailers truly represent the great unwashed. Permits will be granted to these craft if the outboard has a decibel count under 30, is intended for fishing, the owner has a measurable IQ and can produce documentary evidence of at least ten fish per year. Failure in any of these points, or reports of untoward behaviour such as rushing about aimlessly, will lead to cancellation of license.

My laws will be immutable, and the death penalty reinstated for serious offenders. My Harbour is majestic, and so is the Imperial wrath. Be warned!



# NEW BUILD - PAUL GARTSIDE #38 'FLASHBOAT'.



WBA Member, Dick Bedell and his mate, Michael Hale, have a new boat in-build.

Here's Dick's description:

"Just needs oarlock blocks and painting. It our exercise and coffee boat. Twice a week we intend to row and end up at a coffee shop. There are four waterside coffee shop round here. At less than 50kg we can also launch from a beach and beach hop in calm condition. We'll that's the plan."



# 2024 WBA CALENDARS

Pre-Orders are now open for the 2024 WBA Calendar.

The 2024 version will be an A4 format opening to an A3 spread as shown in the sample (cover and page above: samples are illustrative only).

**Closing date for Pre-orders is FRIDAY 8 September**

**Cost:**Pre-order - \$10\* per Calendar (6 for \$50)

Purchase without Pre-order - \$15\* per Calendar

Postage (if required) - \$3 extraper Calendar. Postage for multiple orders to be advised.

\*Prices may be subject to print cost increases.

**How do I Pre-Order?**

(Do not send \$\$ until advised)

**By Post** –to PO Box 884 Gladesville 2111

**By Email** –to [pwidders@yahoo.com.au](mailto:pwidders@yahoo.com.au)

**When will the Calendars be Available?**

We expect the Calendars will be available from 1 October 2023. They will be available for postage and collection (at a WBA General meeting) after that date.

The Calendars will be on sale at the RMYC Timber Boat Festival at Newport – 4 and 5 November 2023.

Prices –Members - \$15 (unless pre-ordered)

Non-Members- \$20

**DEADLINE EXTENDED**

Pre-Orders will now close on Friday, 8 September



# IT'S NOT ALL PLAIN SAILING

By Dick Bedell

Some time ago, the Eurobodalla wooden boaties planned a cruise up the Clyde River from Nelligen as our April activity. Things don't always go according to plan with boating activities. Big understatement I suspect.

We arrived at Nelligen to find the boat ramp closed. Something to do with the new bridge works. It had a floating boom round it. So, what to do? Back into town we go to the Hanging Rock boat ramp - all good so far. We launched four boats. When one boat got into the channel it would not accelerate so back in we go before the tide got hold of us. That boat comes out and we redistribute the bodies among the remaining three boats. By now it's 10.30 and we head off up the channel against the tide.

One and a half kilometres up stream in the town centre is a new pontoon so we tied up. Why, because it's our first chance to use it since it was installed and it's 11am, morning tea time. An hour later we are still tied up and it's lunch time so we have lunch and carry on talking. It's now 1pm and we're looking at the sky. It looks like rain so we decide to head back. Except one boat had been running on its small fuel tank and the motor won't start. Its empty and the tide has turned - it's now coming in. We were tied up on the inside of the jetty and were being washed up to the walkway which we won't fit under. One of those on board had the presence of mind to throw out the anchor and it held giving us time to fill the tank. Then off we go and all make it back to Hanging Rock ramp. What else can happen? Well, one set of car keys can't be found. Then an octogenarian is in the water to snap the winch cable on a boat stem. He slips and disappears to his armpits. No injuries thank goodness, just cold and wet.

May was a sailing day on Wagonga Inlet and Narooma.

On the 22nd June we try again for a run up the Clyde. We usually cruise for two hours to the red buoy. But not this time. It's 7 degrees and everyone has four layers on. We were an hour late casting off. It's now 10.30am and for some, bed was the best place to be until the last minute. At 11am we stop for morning tea. We're 3.9kms from Nelligen and raft up. Morning tea runs into lunch again, we drift along, talking and laughing and before we know it, it's 1pm. Rain is forecast at 3pm so we head back and spend an hour in the River Café when all is ready for the drive home.

We have been meeting for nine years. There are so many funny stories to recall it's no wonder we don't get far some times. Chatter and laughter abound. Next month we're touring our workshops just because we can, and it might be cold. All we need at the end is a café with a good hamburger or pumpkin soup and we will all be happy.



# PETER MATHEWS' MODELS (AND BOATS)

## Part 2 by Michael Coleman

For editorial reasons, two photos had to be left out from the first article. They are worth inclusion, and are:

Photo 1. Two clockwork toy boats. The speedboat, with the clockwork spring standing out was given to Peter's Dad in 1911 for his 11th birthday. The tugboat made by Peter's Dad with the winding key appearing from the funnel, was Peter's 5th birthday present.

These carefully handmade models are the antithesis of modern mass-produced toys.

Photo 2. "Ruth", a model pearling lugger made by Peter's



grandfather, which Peter used to sail around Long Jetty, where he could wade around after her.

I talked with Peter again on a wintry June day that was so



cold he had forsaken his usual spotless white shorts and taken to long pants. Cold indeed. He told me about his own boats, starting with growing up on Tarban Creek making tin canoes out of sheets of corrugated iron, bent up at the ends and sealed with tar harvested from the road on a hot day. This must have been a common experience to several of us oldies, (perhaps bringing to mind Monty Python's, "We were so poor we lived in a cardboard box")

and highlights the disparity between our standards of living as kids in the forties and fifties and now, when I can order very expensive plywood online and think nothing of it, but achieve roughly the same end, that is, paddling around some creek or other. ("Aye, but we were happy then").

Peter's aunt lived on Patonga Creek, to where several of his childhood boats were taken and where he recalls doing a lot of his early boating. These included a 10' sailing dinghy and a 16' Canadian canoe, built in Redwood (Sequoia) and canvas covered. (A similar canoe hangs on the wall at "Fourth Fish" restaurant in Lane Cove and is a fabulous piece of work).

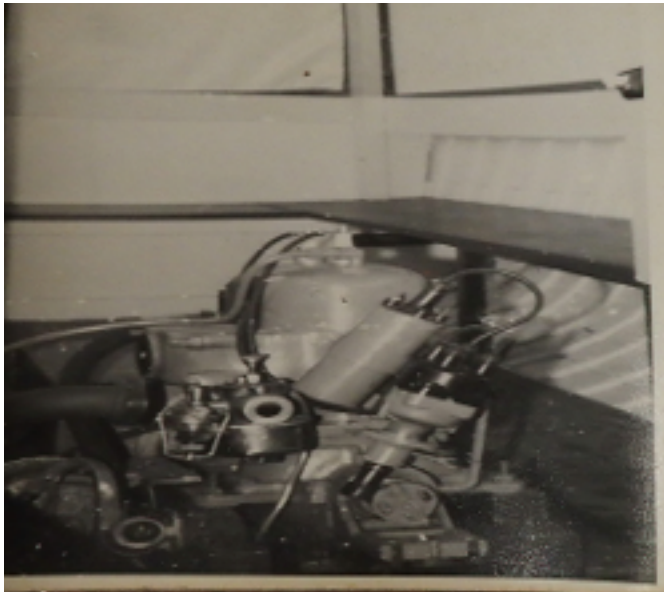
Photo 3 shows a young Peter and his dad in the 10 footer, tending to a model, and note the model "Planet" in the background.



As a teenager, Peter sailed sheethand in a 12' skiff and took up his apprenticeship as a fitter/machinist on Cockatoo Island, a year after Ross Gardner started, and with whom he became close friends. Peter's father's launch was fitted with a Chapman "Pup" motor which was started with his foot pushing on the flywheel (photo 4).



Peter then got his own launch, a much deteriorated oregon planked ship (photos 5, 6 and 7) and began what looks like his life journey saving old timber boats, not that he sees it like that. He says, "They just needed a bit of fixing up here and there", in the sweeping understatement of someone who is at home with a big project and is skilled in woodwork and (what to me are) the black arts of metalwork and mechanics. He called this launch "Sylph", after his father's speedboat and kept it for 12 years, fishing and picnicking in the Harbour. The extent of his rebuild is apparent from the photos, and of interest is the motor, a twin cylinder Vinco which he rebuilt with his father; this entailing making up their own coil and distributor to replace the magneto.



Peter's next boat was a Halvorsen 25, "Sea Nymph", built in 1947, a boat which had not been in the hire fleet and which was, unusually, fitted with twin Morris "Navigator" motors, a marinized version of the Morris "Oxford" and which Peter established had indeed been engined by Halvorsen, despite much naysaying by Halvo experts ("Oh no, they never did twins in a 25 footer"). He only kept this boat for 2 years, but it was the forerunner to his much loved "Petarli", another Halvo 25.

Between Halvos Peter bought a 19' Kauri carvel planked launch as a "fixer-upper" and removed its cabin thus creating a dayboat. Dissatisfied with the rest of its appearance as its sheer drooped at the bow, he added 3" to the stem and fitted new planking to accommodate this change. (Photos 8, and 9). The seating timber came from a Commonwealth bank in the city, where a friend was doing some demolition and rescued some Queensland maple. Peter engined it several times, winding up with a Morris "Vedette" unit. Peter speaks quite casually about major work like this, seeing it as "nothing special" and remarks how much he enjoyed doing it up. This "pottering" was much aided by being able to slip on Ross Gardner's enviable facility on Onions Point on the Lane Cove River.

Then came "Petarli" which I recall admiring from the Woolwich baths, thinking it a neat and well-maintained little ship. (photo 10) It had been part of the hire fleet, built at Ryde in 1949 and was "untidy" but "required no major structural work" beyond eventually rebuilding the entire transom and replacing some small sections of planking! (photo 11). Peter comments that hire Halvos were not intended to last forever, being built with brass screws from war surplus and 10 years was their expected life in the fleet with, amongst other general shortcomings, the brass "de-zincifying" in salt water.



Peter met the previous owners and was able to purchase a spare engine for the princely sum of a box of Stone's Green Ginger wine. There had been significant cooling problems, and he eventually rebuilt the engine, adding fresh water cooling but keeping a raw water cooled exhaust. He completely refastened "Petarli" with copper nails and roves, refurbished the interior (photo 12) and he

has many photos of 12 years spent with friends picnicking on the Harbour in her. He eventually found the constant minor maintenance onerous and bought a Category 2 cruiser which he currently maintains.

Peter has not forsaken timber however, as his present "home" project is a 21'6" fantail launch which he saw advertised in "Scuttlebutt" and which was due for the tip if not wanted. It was given to him for free and included a box of fittings, including the port and starboard lanterns recently auctioned by us, and two traditional portlights in



good condition. Peter gave the owners \$600 in appreciation and had the launch trucked home to his garage. It was built in 1907 in N.Z. kauri and its previous owner had intended to turn it into a shallow draft yacht, adding 6" to the keel, 8" to the freeboard all round and set on enormous twin bilge keels and sheathed inside and out in glass. Peter will remove the extra depth of keel and the bilge keels and has outlined in chalk on the topsides how a raised deck will be cut out with various iterations awaiting his aesthetic judgement. He has already replaced the top of the stem and bent in spotted gum ribs, and, of course, an engine is needed, perhaps in the form of a 12 - 15 hp diesel if any readers know of one. (photos 13,14,and15.).

The launch is to be called "Why?", asking the obvious question. I think the answer is that it would be sad to see such a handsome little ship go to the tip, and its new owner has the knowledge, experience and skills, as well as the love of "mucking around in (or Peter's case, re-building) boats" to save it.



# CLASSIFIEDS

**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 1000Lt

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



### 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

### FREE TO A GOOD HOME.

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

[judylovie51@gmail.com](mailto:judylovie51@gmail.com)



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

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

\$1,200 but offers are welcome.



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

\$350 ONO - James - 0488 236 283

### 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



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# ON THE HORIZON

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

Dinner from 6 pm

Meetings : 7.30 pm

Tuesday, 12 September - Anagote Timbers

Tuesday, 10 October - Best Abrasives

Committee Meetings - Dundas Sports Club

Tuesday, 19 September

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 salonsquarereg@gmail.com \$83



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