



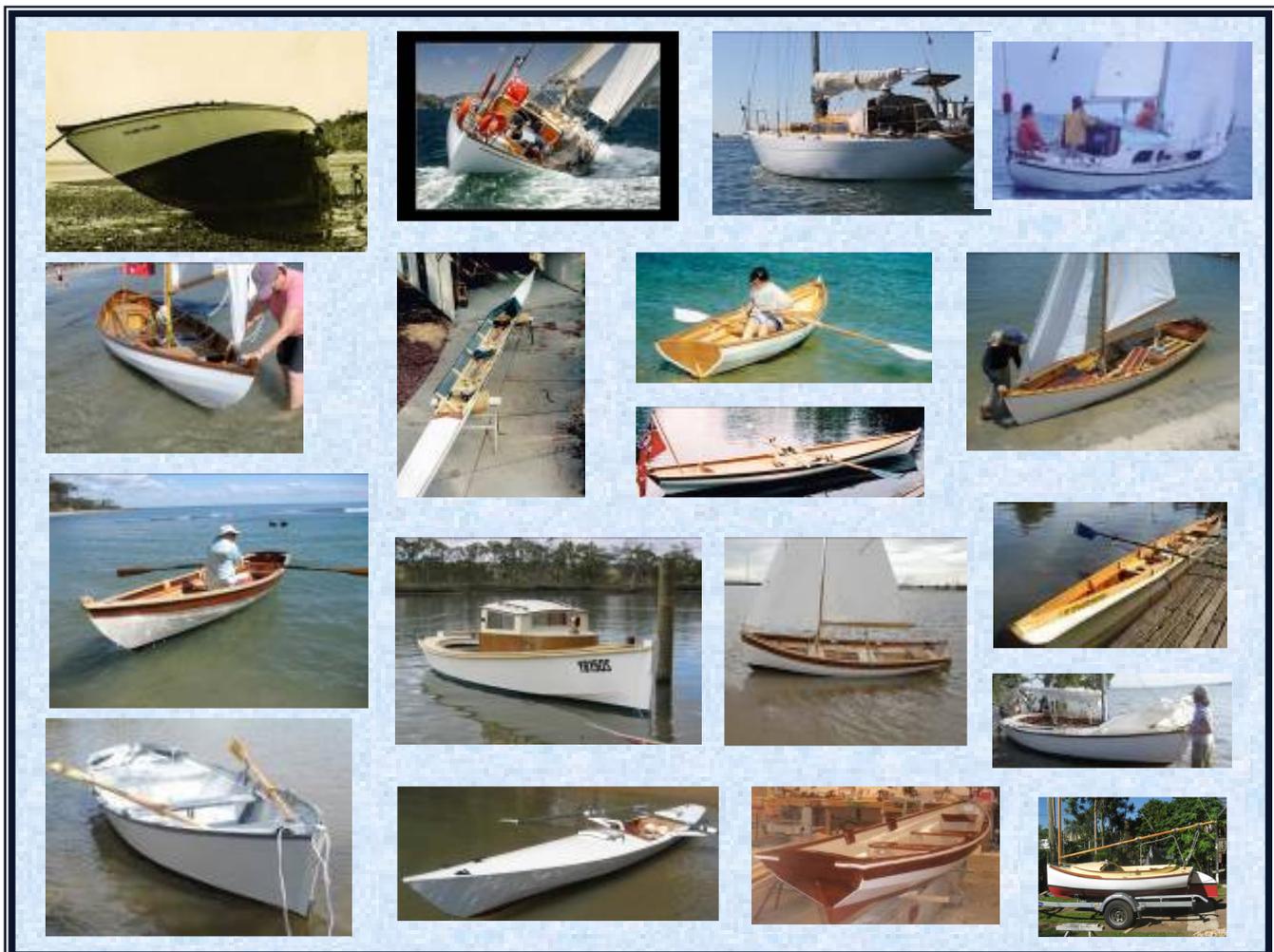
WOODEN BOAT
Association of Queensland inc
 Celebrating the diversity and enjoyment of wooden boats.

THE LOG

Wooden Boat Association of Queensland Inc
 P.O. Box 210 Mt Ommaney Q 4074 (Note **NEW POSTAL ADDRESS!**)
 Email: info@woodenboat.org.au
 Web: <http://www.woodenboat.org.au/index.php/queensland>

OCTOBER 2014

"A small boat and a suitcase full of money beats a 40-footer tied to the Bank every time". ~ Unknown



The Boats of Tony Harland

- **Top Row:** "Ylang Ylang" (Tony on right) "Fair thee well"; "Skirmish"; The Daydream 'Bunyip'
- **2nd Row:** 'Grytviken' Chamberlain Gunning Dory converted to sail; Double Skull; Chamberlain Skiff No 2; Ken Bassett Liz 'Red Dotterel'; Laughing Gull "Bella"
- **3rd Row:** Chamberlain No.3; River Launch" Mary Langsford"; Pentobscot 17 'Isobel'; Skiff re-build
- **Bottom Row:** 11 ft flattie dinghy; Ken Bassett 'Firefly'; Chamberlain No 4; Rebuilt Jubilee 'Jason'; Bill Garden Catboat 'Lola'

STORY INSIDE

WOODEN BOAT ASSOCIATION OF QUEENSLAND COMMITTEE

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WBAQ Disclaimer

Opinions and Advice: Opinions and advice expressed in "The Log" and the Association's meetings are those of the individual originator's only. The Editor and the Association's Committee do not necessarily endorse views expressed at such forums.

Participation in Events: Participation in events organised by the Association may involve certain risks inherently associated with the perils of the sea or weather which include the possibility of damage to, or loss of, vessels and equipment, as well as injury or death to persons. Such risks will require the exercise of the prior judgment of members on behalf of themselves, their guests and invitees, whether to commence or continue any particular activity irrespective of information supplied by the Association, its Committee or officers. The Association, its Committee and officers accept no responsibility for damage, loss, injury or death arising from these risks.

Contributions to "The Log": Contributions to "The Log" by members of the Association on relevant topics are most welcome. Contributions may be edited before publication at the Editor's discretion. By submitting any material for publication the Contributor warrants that he/she is the copyright owner, and consents to both the editing of the material and its publication in 'The Log' and on the Association's website, on a royalty free basis

Regular Meetings & Activities

Meetings are held at 7.00 pm on the second Tuesday of the month (except January) at the Queensland Maritime Museum, following a BBQ at 6.00pm. Bring along your plans, projects and problems for group attention. Don't forget something for **SHOW, TELL & ASK**. The Committee meeting is held at Queensland Maritime Museum at 4:00 pm

prior to the BBQ meeting. Workshop Working Bees are on hold until further notice. Entry to the Museum for meetings and workshop days is off Dock Street, via the emergency vehicle gate between the cycle path and the old timber Dock building. Use intercom for entry. Messabouts are held monthly. For details of these and other wooden boat events, refer to the calendar of events later in this newsletter.

Editor's note

We welcome contributions to the Log on (wooden) boating subjects. If you wish to have an item placed in The Log, please send it to me by the deadline of midnight on the second Wednesday of the month. It will be included in that month's copy subject to space available. Items should be presented in Microsoft Word format, single column with photos following the text. Don't try anything fancy such as text wrapping etc as it may not suit the format of the newsletter. Please keep files to a reasonable size. Compress or resize photos to 2mb (medium) which is sufficient resolution for the Log.

Please send your articles to
imprimrose@powerup.com.au

Ian

From the Captain's Cabin Mark Fort, President

It is with great sadness that we advise that Larry Loveday passed away on Monday 13th October 2014 after a brief illness.

**LARRY LOVEDAY
1928-2014**

Larry was an active and life member, a good friend and a real gentleman



Photo Peter Fox

BBQ – Please note that the BBQ starts at 17:45hrs to 18:30. If you arrive after 6:30pm, it's pot luck for a feed! Meeting @ 19:00.

Members' projects

Please update your progress regularly – we are interested.

Tony Harland is restoring 16' Putt-Putt clinker launch "**Evelyn**" below:



Ian Primrose is building an 8' Iain Oughtred designed **AUK** –Painting & finishing in progress.

Ron Prescott is building a 14'4" CV16 from Bateau Boats. Fit-out in progress- Seats and hatches going in.

Geoff Williams is well into building a Selway Fisher stitch & glue dingy that he intends to car-top.

Chris Treloar: Jim Michalak design Brass keel rubbing strip added. Slow, but progressing

Allan Tomley: 8.3 metre folding & trailerable catamaran. Hatches now made – work continues on this massive project. Also Reno-ing a **Hartley** while waiting for glue to dry.

David Thierens is building a classic Riviera cold moulded construction and has just turned it after working on it for 7 years.



LAUNCHINGS

Congratulations to:

PHIL BROWN launched "**Pussyfoot**" a Joel White catspaw dingy (for sail, row or motor) that was built over a 2 year period from Alan Graham's superb mould. A very pretty rower (the boat- not Phil! ☺) coupled with good performance.



Congratulations, Phil!

Commencing the build in April 2011, **PETER JENSEN** launched his Iain Oughtred AUK called "**Pelican**" on September 23rd at Manly. Peter says that it rows beautifully. It is a superb build that does great justice to this pretty little boat.

Congratulations, Peter - she's a real beauty!



Photo by: Tony Forsyth

PAUL McSHEA started the build in February and launched his beautiful Ross Lillistone Flint 4.5m Skiff (complete with inlays) called "**Tilly**" at the Caloundra Messabout but it was at the Swallows & Amazons event that he got to rig her and fly her sails. Not only does it look good – it goes well too!



2014 LAUNCHING AWARDS

WE NEED DETAILS OF ALL BOATS COMPLETED AND LAUNCHED DURING 2014 that includes both new builds and restoration of existing boats. (*Boats must be capable of carrying a person to qualify*) Please send details about your boat, together with a couple of photos (preferably action shots) to Bruce McConkey by email to bruceandsarah11@hotmail.com or in person to any committee member.

The deadline is November 20th

Webwatch – Go boating without getting wet
Ian Primrose

Press "ctrl" & click on link or copy and paste into your browser



<http://intheboatshed.net/2014/09/04/whitstabl-e-1909/> 4 minute Movie - **Oyster fishing in wooden boats** at Whitstable in 1909.
<http://toledocommunityboathouse.com/plans.htm> **Toledo Community Boathouse** – Free

plans for boats and sails and some other useful information

<https://www.youtube.com/playlist?list=PLFE0308E099085BD6>

Keep turning left website – links to Youtube clips. Courtesy of Doug Hutcheson.

<http://smallboatsmonthly.com/>

From the **Wooden Boat Magazine** people a monthly electronic magazine about small boats. Cost for subscription is \$2.99 USD p.m.

http://youtu.be/NB1QeSro_gI

Dutch Barges sailing 13 minutes of spectacular action! Thanks to Paul Hernes
<http://www.jimsboats.com/>

Steve Ainscough says: I just read Jim Michalak's newsletter dated 1 October 2014. His essay on estimating weight as an aeronautical engineer is hilarious (if a little disturbing) and he then goes on to describe his rationale for estimating boat weights.

THE SEAGULL'S NEST Nostalgia - Ads from the past

The well-known Seagull "Sailorman" LOGO



NEW MEMBERS

A hearty welcome to:

- **Tony Cole, of Closeburn** – Tony does not currently own a wooden boat. He heard about us via a friend.
- **Ivan Scott, of Macleay Island** – Ivan has a Murray Isles designed Swallo Dale 15. He has built a David Payne designed 1.8 Jilly dinghy and has modified and renovated a Jarcat 6. Ivan was referred to the WBAQ by friends.
- **Barry Rawlinson, of Lamb Island** Barry has a 12'6" Graduate dinghy. He read about the WBAQ in an article in the local newspaper



REPORTS

Due to shortage of space this month, Reports on Swallows & Amazons and Tweed River Classic have been held over until November

SWALLOWS & AMAZONS Story & Photos (p10): Paul McShea

Swallows and Amazons Messabout at Tingira boat club on Macleay Island was a credit to Peter and Ian and all of the Islanders involved. Although I had reservations about going when I saw the cost of shipping a car and a boat to the Island, it was worth every penny.

I arrived on Thursday evening with a fairly new boat with an untried rig intending to sail "**Tilly**" for the first time. Ian Kirk with his mate Bill and I proceeded to stand the rig on the block next door to check the rake of the mast as well as the position for blocks and jib cleats.

Ian's neighbour called over with reports of an advancing storm and 20 minutes before the expected hail, we dropped the rig and parked the boat under the neighbour's house, unbeknown to him.

The following day we tested **Tilly** on the water for the first time with the main and then with a jib hand-held due to the fact I had no cleats but all appeared well.

The Saturday sail from Macleay to Coochie in light winds was really encouraging as "**Tilly**" tacked well with just a main and she was first over the start line in very light winds. This success was however, partly due to the help of my oars as most of the fleet was going in reverse due to the tidal current!

The following day the wind was much better with 10 to 13 knots and we sailed approx. 8km and I crossed the finish line, receiving a trophy for the second-closest time. Unfortunately, I had to head home on Monday whilst watching the remaining boats head off to Staddie to camp for the night. It was a great weekend, beautiful weather, fantastic company - a must do messabout.

**See page 11 for photos
More Stories – Next month**

WIVENHOE DAM 15-19 September Story Jim Jones

Eleven boats and crew attended the Camp Week held at Captain Logan Campground, Lake Wivenhoe.

The weather was ideal for sailing with winds mainly from the West through North-West. There were periods of calm, mainly during the early mornings and late afternoons.

Some lively sailing was had by the members on Tuesday morning with brisk North-West winds. Tuesday afternoon was more leisurely and the First Mates enjoyed the sailing.

Wednesday morning started with light North winds. Three Hartleys headed towards Hays Landing with the intention of having lunch there. On approach to Hays Landing, Larry joined in the group in his Mirror **CVII** for lunch ashore. On the way back to the campsite, the wind speed increased with gusts to 18/20 kts. The TS18's reduced sail and arrived back at Captain Logan only to hear that a TS16 had been knocked down and was upside down. Emergency Services were advised.

Phil Ann, one of the TS18s proceeded to location of the TS16. All were located and boarded **Phil Ann**. A life jacket was tied to the hull of the TS16 to mark its location. In the meantime, the Police and Rangers arrived and did eventually launch their boat to confirm all was OK. They indicated that they would return early Thursday morning to tow the TS16 back to a location where it could be recovered. Meanwhile, Larry in the Mirror had taken the option of coming ashore to wait out the strong winds. **CVII** was taken under tow by **Phil Ann** and all returned safely to Captain Logan.

Thursday everyone was up early to assist with the recovery of the TS16. The Rangers towed the upside-down hull to the eastern shore of Lumley's Hill. The shrouds and sail sheets were undone and the outboard removed. After several attempts the TS16 was turned upright and bailed out. Very little of what was carried on board was lost.

Besides the sailing, partaking in evening nibbles, drinks and conversation was once again on the schedule. Thanks go to all those who supplied the nibbles.

Wivenhoe will remain a popular venue for camping and boating weeks

See photo Page 12

THE MAN AND HIS BOAT(S)
TONY HARLAND
as told to Ian Primrose

Tony was Born Manly, Queensland in 1946 and spent his early years living within sight of Waterloo Bay, long before the encroachment of Manly Boat Harbour spoilt the view. His earliest memories are of times "down the bay" on his family's little double-ender "**Ylang-Ylang**" and of mucking about in various boats with local mate and now fellow Jubilee owner, Mike King.

His family moved to Townsville in 1956, where he crewed in an early Sabot at the Townsville Sailing Club. Four years of secondary school was spent as a boarder at Brisbane Grammar, where he developed a keen interest in rowing (not so much in academic pursuits, he says) His parents moved to Nambour during that time and he acquired his first boat, a heavyweight trainee dinghy which he raced with the Maroochy Sailing Club.

In 1964, he started work with E.S. & A (later ANZ) Bank at Palmwoods, and was transferred to Bundaberg shortly thereafter. He spent five great years in Bundy where his main sailing experience was sailing an OK dinghy, mostly "offshore" from Bargara. He also skippered a Gwen 12 with the Bundaberg Sailing Club for a friend who had acquired it, but did not have any sailing knowledge. Tony rowed in the Bundaberg "eight", to second place in the State titles in about 1965.

He was transferred to Brisbane in 1968, where he was offered his first ocean racing crewing position with the legendary Maurice Tilley in "**Sequana**", making some lifelong friendships with crewmates.

He actually met his future wife, Lyn onboard "**Sequana**" during a regatta to mark the opening of the Mooloolaba Boat Harbour.

There was much ocean racing and cruising in various yachts and he competed in about 15 Brisbane to Gladstone races; Sydney-Brisbane races and a couple of Sydney-Hobart. One "highlight" (if you can call it that) he well-remembers was being

rolled completely over in the Sydney yacht "**Kintama**" during cyclone "Emily" in the 1972 Brisbane-Gladstone, and yet they still got line honours. In 1974, they won the race outright with Clem Masters in his little converted harbour racer "**Mallala**" (ex "**Vanessa**").

Marriage to Lyn in 1971 coincided with the purchase of their first yacht, the 22' Bluebird class sloop "**Albatross**" (Lyn apparently conned her Toowoomba bank manager into lending the total purchase price of \$2000). This was followed a few years later by the 28' plywood Daydream class double-ender "**Bunyip**".

Despite great times in both of these vessels, and with the naivety of youth, they decided they could afford, and have the skills to purchase and fit out the bare hull and deck of a Compass 38 sloop. This involved a temporary move from their Chapel Hill home to a rented property in Hemmant where "**Kai Viti**" could be fitted out in the back yard.

This was his first attempt at anything like boatbuilding (building anything really, he says) and indeed, involved a very steep learning curve. However, "**Kai Viti**" looked great at the end of her 11 month fit-out and they raced and cruised her (including to Noumea in 1981) until selling it when transferred to Perth in 1987. Also during that time, he undertook his first "real" boatbuilding project- a 14' Chamberlain Rowing Skiff for his mother to use at her canal-front home at Paradise Point. At some stage during all this, he managed to complete an Economics degree at Qld Uni.

While in Perth (1978 to 1990) he built his second boat, a 19' Chamberlain Gunning Dory, "**Grytviken**" in which they undertook a 10 day family holiday rowing down the Murrumbidgee River. In more recent times, he has fitted it with a gunter rig, centreboard etc and given her to a work colleague who sails her from Macleay Is.

While in WA, and boat-less, he satisfied a long-held desire to learn to fly and remained heavily involved in gliding and power flying throughout his time in WA and SA.

Transferred to Adelaide in 1990, he reawakened his interest in competitive rowing, racing single sculls, fours and eights in an active masters' rowing scene. Wooden rowing shells were still common at this time and Tony also took on the maintenance of the Club fleet.

During this period, he managed to squeeze in the following boat-building projects (he says, to the extreme annoyance of at least one neighbour!).

- Built a 14' Chamberlain Skiff, for a rowing friend who wanted a seaworthy "offshore" rowing vessel.
- Reconstructed the forward section of a timber rowing eight that had been wiped off in a trailer accident
- Built three GRP double sculls for the school rowing club.
- Designed and helped to build, the 20' river launch "**Mary Langsford**".
- Built a very pretty ply, Qld cedar and silver ash clinker rowing skiff to Ken Bassett's "Liz" design.
- Built "**Bella**", a 16' flattie sailing skiff to Arch Davis's "Laughing Gull" design.
- Built yet another 14' Chamberlain rowing skiff for a Hervey Bay friend.
- Built, with and for their son, the 17' clinker sailing boat "**Isobel**" to Arch Davis's Penobscot 17 design.

Upon retirement from the Bank in 1999 he & Lyn purchased the 41' timber double-ender, "**Fare Thee Well**" from Brisbane friend and sailing identity, Tim Cassidy, and sailed her to Adelaide. This boat, designed by Alan Payne and built by the legendary Brisbane boat-builder, Bluey Williams, is a fine and rare example of the boat-builder's art. Although only owning her for a couple of years, he has remained associated with her, and among other adventures, sailed on her from Pittwater to Hobart and return for the 2011 Wooden Boat Festival, where she was one of the standout vessels.

After some 34 years with the Bank, he says was lucky enough to snare the "dream" job of "Boatman" at Adelaide's St Peters College. This involved pottering around with the school's rowing fleet in the boathouse on the Torrens River,

working pretty much to his own schedule and being paid for it.

However by 2009, the old Moreton Bay was beckoning and they decided to up-stakes and settle down back in Queensland in their current home near the waterfront at Redland Bay. Fortunately, the renovated old Queenslander has a large "under the house" workshop area, which has facilitated the following projects since returning:

- Rebuilt, from a dilapidated hulk, the 1951 18' Jubilee class one design yacht "**Jason**"
- Built an 11' American-designed flattie dinghy as a means of getting out to the Jubilee at high tide.
- Built for wife Lyn, a 17' hard chine open water rowing skiff to Ken Bassett's "Firefly" design.
- Built another 16' "Laughing Gull" sailing skiff of Arch Davis design.
- Built, for friend Tim Robinson, the pretty little Bill Garden designed, cold moulded catboat "**Lola**"
- Built, yet another (his fourth) Chamberlain rowing skiff for a friend to replace a dinghy that he lost.

In what Tony describes as a "rush of blood to the head" they have just purchased the beautifully maintained and well-known 1968 timber ocean cruiser/racer "**Skirmish**"-a superb example of her designer/builder Bluey Williams' skill as a timber boat-builder, and he says they feel privileged to be charged with her stewardship for the time being.

This unplanned purchase has coincided with the arrival from Burrum Heads of a lovely old 16' clinker launch "**Evelyn**". The objective is to repower her with the John Webb restored Stuart Turner "putt-putt" engine, and this remains a work in progress under the house – still, as they say – "**Too many boats are never enough!**".

Since settling into Redland Bay, he says he has been lucky to work, from time-to-time, alongside the pro boat-builders at Pelican Slipways, where proprietor Keith Davis, fellow WBAQ member Matt Moore

and others have been more than generous in passing on their knowledge to "an amateur" (as he describes himself) builder.

Although always aware of the existence of WBAQ (his friend and donor of "**Evelyn**", Tony Bussey, was a member for many years), he has only become personally involved since returning to Queensland, and with the encouragement of friend and neighbour, Don Burrows.

Tony believes wooden boats have a "soul" and a "personality" that is lacking in modern, mass-produced craft and he is keen to do what he can to promote their production, preservation and most importantly, their use.



A VISIT TO OLDS ENGINEERING, MARYBOROUGH

Story & Photos: Bruce McConkey

On Saturday September 27th, I had the pleasure of visiting Olds Engineering at Maryborough, that being the day when Maryborough opens its doors to enable people to tour many of the historic features of this beautiful and interesting city.

As many of you will know, I'm the proud owner and user of an Olds marine engine, one of the thousands of 3-5 HP single cylinder engines that Olds manufactured over a period of some 50 years. Their factory still operates in suburban North St, Maryborough.

A great feature of the Olds factory is the many historic artefacts they have retained. They have a bank of various machine tools, all driven by overhead shafts and belts. The main shaft is normally driven by an electric motor, but for the open day they fire up the boiler and everything is driven by the original steam engine. Many examples of their work can be seen in the Museum section of their factory, which is well worth a visit for its own sake.

Olds Engineering is an old family company, having started business in Gympie just after the original William Olds

returned from service in World War 1. An ingenious man, he soon created his own petrol engine based on what he observed in Europe, and his simple but functional engines were quickly in demand for farms, mines, boats, and other uses. That engine was on display, still operational. Over the decades, after moving to Maryborough, his skills were used for making a vast range of engineering products, everything from steam engines to railway equipment to intricate machine tools. William's sons, Bill and Peter, became involved in the business and, both well into their eighties, are still active. Today the business is in the hands of the next two generations: Robert is a very competent engineer who manages the enterprise and grandson Peter is now becoming keenly involved.

We have Peter and Bill Olds to thank for the more modern engines we love so much. They are 4-stroke petrol engines, magneto operated, cleaner and easier to operate than the many 2-stroke engines mainly built in Sydney in earlier times. There were two power versions, 3-5 and 4-6 HP, as well as a twin cylinder version. Peter very cleverly designed them to use moving parts from the ubiquitous Holden Grey motor, thereby saving a lot of expense in manufacture, while all the castings such as cylinder blocks, carburettors, and flywheels are cast and machined in-house.

The engine was originally designed to prove that 5 HP was sufficient to enable a 14 ft boat to plane – a feat not even imagined today, with the availability of our powerful outboards.

The efficiency of these engines soon sold them to boat hire operators, particularly in south east Queensland, but also as far away as the Gippsland Lakes in Victoria. The entire hire fleets of the Noosa River T-Boats and O-Boats were driven by Olds engines during the sixties through to the eighties, so there could have been upwards of fifty such boats on the river at any one time. Today they are becoming much sought after restorations, those of us lucky enough to own a T-Boat, as they are called, cherish them and always look

forward to seeing another boat being restored and joining the remaining fleet. Visitors to the next Noosa Regatta on October 25th can see at least six of these traditional craft in better than their original condition.

Today Olds engines are scarcer than hen's teeth, and original ones do require renovation to return them to full working order. But all the parts are available, and the Olds' after sales service is fantastic, they will happily spend time to help out on any problem, such as tuning my 1972 model or servicing another one dated 1962.

Most interestingly during my visit I noted that they have five sets of new castings ready to be built into engines. The limitation now is the availability of magnetos – they just aren't made any more. So I'd appeal to all WBA members, if you come across a magneto anywhere in your travels, grab it, and send it to Olds, or to me and I'll pass it on. You never know what can be fixed or used by these ingenious people. Or if you're in the market for the best putt-putt engine made in Australia, there's five ready to go, just BYO magneto.

Maryborough Open Day is the last Saturday in September, definitely worth a visit, so put it in your diary now. Or for an engineering feast, just visit Olds any time, wooden boat enthusiasts seem to be always welcome. More importantly, if you're in the business of seeking any custom engineered items, whether castings or machining, give Olds a call – their service is unbeatable.

MORE Photos – Page 9





2014 CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2014

NOTE: Due to the wide range of boat sizes and types, and relative seaworthiness, it always remains the Skipper's decision whether to participate or not.

Aim to launch & depart from ramps by 0900 hrs unless otherwise advised. All week long events have a "Plan B" to be Wivenhoe Dam or Atkinson's Dam. For last minute information contact the nominated organiser (listed below) or a Messabout Committee member: Ron Prescott: 0432 181 174; Larry Loveday: 3203 5205; Phil Brown: 3820 8082

| MONTH | MESSABOUTS | EVENTS |
|----------------|--|--|
| OCT | <ul style="list-style-type: none"> ➤ 25th Sat NOOSA CLASSIC BOAT REGATTA (Fri 24th to Sun 26th to make it a weekend away) Details and Register at www.noosaclassicboatregatta.com.au/ | <p>18th and 19th GOLD COAST MARINE EXPO Volunteers needed to man the stand. Do a shift and still have time to look around. Great boat show with plenty to see.</p>  <p>WE NEED YOU...</p> |
| NOV | <ul style="list-style-type: none"> ➤ Monday 3rd to 7th LAKE COOTHARABA CAMP Host TBA ➤ 29th MANLY TO KING OR GREEN ISLAND Day trip Host Phil Brown | <p>8th NOV -POINT TALBURPIN SAILING FUN-DAY No. 5 Ideal conditions with 2.47M tide at 10.45 am. Hosts: Tony Harland & Don Burrows</p> |
| FEB 2015 | <ul style="list-style-type: none"> ➤ 6th – 9th Australian Wooden Boat Festival, Hobart, Tasmania ➤ 21st -22nd Goolwa SA Boat & Music Festival | |
| Coming in 2015 | <ul style="list-style-type: none"> ➤ March -Weekend Bribe Passage Run, + Deepwater Bend day trip ➤ April – Yamba week away ➤ May 15-17th – Working with Wood Show ➤ June - Dunethin Rock weekend ➤ July- Wivenhoe / Somerset camp week | |

MIX & MATCH – Ron has agreed to be the match-maker if:

- You have a boat and you need crew or,
- You don't have a suitable boat and want to join in a Messabout.

Phone him on 0432 181 174 and he will do his best to place you.

Ron also maintains an email list of persons who are interested in short notice get-aways and day sails. When cabin fever sets in and the weather is good, it is an occasion to hit the water on the spur of the moment. If you want to participate in standby FUN – give Ron your email address.



Visit to the Olds Engineering Factory, Maryborough
See Story above
Photos by Bruce McConkey





COMING EVENT DETAILS

Mark your calendar now

18th and 19th OCTOBER GOLD COAST MARINE EXPO

We are running a stand at the Expo to talk to people about wooden boats- construction and use. Volunteers needed to man the stand. Do a shift and still have time to look around. Great boat show with plenty to see.
Contact Phil Brown 0416 057 277



WE NEED YOU!

25th OCTOBER- NOOSA CLASSIC BOAT REGATTA

Just come for the day or spend the weekend at beautiful Noosaville
Friday night 24th - meet & greet BBQ @ Coco Bay Resort. Saturday is the Regatta event with boats on display at the Tewantin boat harbour followed by a run down river for a picnic lunch. Saturday night is a BBQ at Bruce & Sarah McConkey's place. Sunday 26th - usually a run up the Noosa River. Fish & Chips on the river for Sunday night



REGATTA DETAILS & REGISTRATION FROM:

www.noosaclassicboatregatta.com.au/

Recommended accommodation:

Coco bay Resort, Weyba Rd Noosaville

<http://www.cocobayresort.com.au/>

You don't need to register for the Regatta to join the messabout

3rd – 7th NOVEMBER – LAKE COOTHARABRA

Boreen Point Camp area has 8 powered sites and numerous unpowered sites all in bushland setting on the banks of the Lake. Start to think about booking a site for this mid-week camp on Cootharaba.

Go to: <http://www.noosaholidayparks.com.au/boreen-point> or

Phone 07 54853244 email: boreenpoint@noosaholidayparks.com.au

8th NOVEMBER at 09:30 hrs

-POINT TALBURPIN SAILING FUN-DAY No. 5

Ideal conditions with 2.47M tide at 10.45 am.

You know the drill by now.. Launch by 09:30, "race", lunch, social

A family fun-day for all types of boats

Hosts: Tony Harland Ph 3206 9568 Mob 0419 848 684

& Don Burrows 3829 0607



MID WEEK SAILING

We have Members sailing mid-week at the following locations, if you are interested please contact the following for details.

- **Caloundra, Pumicestone Passage**, NORMALLY TUESDAY, Rick Sutton 5491 8018, Paul Hernes 5491 9779
- **Moreton Bay** DEPENDING ON WEATHER
- **Victoria Point** NORMALLY WEDNESDAY, Phil Brown 3820 8082, Ian Kirk 3409 5886
- **Hollywell/ Runaway Bay** NORMALLY WEDNESDAY, Ron Prescott 3345 1429



Classified advertisements
Also visit Boats for Sale @ WBAQ Website



WBA Qld accepts no responsibility for the accuracy of the information provided by the vendor, nor can it act as an agent in relation to any item listed. It remains the responsibility of the vendor and the buyer to verify the accuracy of information posted and to agree on the details of sale

FOR SALE - Bolger "Hope" clinker with 15hp 4-stroke, Dunbar Galv trailer. POA

Ed Elcock had a look at a Bolger "Hope" design recently, the one advertised on the front page of Ross Lillistone's website (<http://www.baysidewoodenboats.com.au/>). It is currently located close to Spinnaker Sound Marina at Bribie Island, so it's not far to travel to see it. The boat was built by Ross, so the construction will be sound. It could be a quick (and less expensive) way to get on the water in a nice design. If you think this might be the boat for you, contact the owner via Ross' website

FOR SALE – BEAUTIFUL HAND-MADE CABIN SKYLIGHT

New- traditional style timber/glass deck skylight hatch, would suit any classic style sail or powerboat, 620mm long 540mm wide 275mm high. Not required for recent construction project. Would add a sophisticated look to any cruising boat. Inspect Noosaville. \$365
 Bruce McConkey Tel 0405 385 194



FOR SALE: A Mikalek sailing boat similar to Ian Kirk's "PUG" - Part completed work in progress \$1000 Ian Kirk has details 0404 719 929

Western Red Cedar, Oregon and hoop pine.

Various lengths 2.5 to 6M. 20x12 and 40x140 Approx 1400 lineal metres. \$500 lot. Contact Jim 3245 1787 email jaminda17@gmail.com



BOLGER CAR-TOPPER "Altitude Zero" 11'6"

for rowing or motor. One of Bolger's better designs. Cedar transom & seats, bronze rowlocks, leathered oars – ready to row – just add the muscle! Reluctant sale- too many boats – not enough space - Below cost - \$500
 Ian Primrose 0434 660 411

More Photos from The Swallows & Amazons Adventure

(Photos by Paul McShea)



The campsite



Peter and Ivan @ Tingira B C



Larry setting up "CVII"



"Tilly" on the mud

THE BACK PAGE BILGE

Late items and stuff that we just couldn't fit on the deck

The Great Inland Cruise

Down the Murray starting 3rd Week in November; Christmas at Mildura & on to Goolwa 21-22 Feb 2015 for the Wooden boat and Music Festival . Google "Great Australian Inland Cruise" or go to www.murrayriver.com

MARITIME MUSEUM NEWS

- Sat 18th October Keyholders' Day
- Sat 15th Nov "Interesting and Remaining Wrecks of Morton Bay" Presented by Keith Boulton
- Sat 6th December AGM and Member/Volunteer Christmas Lunch
Museum Membership is now due for renewal

The Boatcraft Pacific Discount Code for WBA members who order online has changed. See Advertisement – this page

GARAGE SALE Sat 25th Oct from 7am 15 Strachan St Victoria Point – the last of Dieter's tools and bits & pieces

Details of Larry's Funeral Are not known at this time. Please contact Committee for details later



What happened at the last meeting...

- We had a **slide show** of the Swallows & Amazons messabout and the Tweed River Classic Regatta
- Mark showed a couple of **movie clips** from Off Centre Harbour (www.offcenterharbour.com) on the California Yawl and tool sharpening
- **Donovan Knowles** donated a book of his beautiful photos of the Australian Wooden Boat Festival 2013 to our library,

SHOW, TELL & ASK

BLADE SHARPENING – from *Off Center Harbor* – use oil mix of 80% turps to 20% 30 grade oil on oilstones

CRUTCH STRAPS ON LIFE JACKETS from Bruce Wollstein – Sew on a strap with loop that goes through waist band to stop life jacket riding up in the water.

"M.V NANCY" – at Wooden Boat Trust Frankston, Tas has now received survey to carry passengers



Hartley 16/18 on Wivenhoe
Photo by Helen Jones

Boatcraft Pacific

(Advertisement)

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