



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!**)
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FEBRUARY 2015

The cabin of a small yacht is truly a wonderful thing; not only will it shelter you from a tempest, but the other troubles in life, it is a safe retreat. ~L. Francis Herreshoff



Queensland boat *Classic* at the Australian Wooden Boat Festival, Hobart 2015
Photo by Ed Elcock

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WBAQ Disclaimer

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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.

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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. **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.

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 mid-night 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

Our Editor this month is Ed Elcock who is kindly standing in due to absences at the AWB Festival. Thanks, Ed. You're welcome, except for the scroll headings. Some of them stay put, but others go wandering off on their own. Those that insist on misbehaving have been replaced by bold and underlined headings. Hurry home, Ian. Ed.

Cover Photo

Classic is a 1920s style plywood clinker motor launch, 17'6" (5.3m) overall long, designed and built in 1986 by WBAQ past member Alan Graham. Current custodians are Scott and Rosanne Garven. Her keel and ribs are made of spotted gum, and she is traditional copper fastened throughout.

Hobart Festival

Like a child in a chocolate factory, it was hard to know where to start. The miles of marina packed with magnificence, or the

scores of small boats ranging from furniture quality to restoration opportunity. The MyState Australian Wooden Boat Festival in Hobart from 6th to 9th February this year was something to behold.

In addition to the look and feel and admire boats of all sizes, the place was alive with activity. Children (of all ages) rowing and paddling in Constitution Dock and beyond; demonstrations of most things related to wood and boats; the sail past; rowing events; tall ships (although two were missing due to bad weather); harbour cruises; the Open Boat program; it was all there.

The WBAQ, including wives and friends, had a sizeable contingent present.

Between the lot of us, there are probably enough photos for a picture night lasting well over a fortnight (I can only contribute 489).

Queensland boats I spotted included Classic (see cover photo), Laurabada, and Pagan.

With side trips to the Franklin Wooden Boat Centre, the Tasmanian Maritime Museum and Mt Wellington on a clear day, all made this first trip for me to the famous festival a real highlight.

Edward Elcock



General view of the festival

Catspaw Dinghy by Phil Brown.

I was looking to build a boat for sailing, rowing or motoring, a size easy to launch and retrieve. A boat I'd be happy to go and play in for an hour, easy to rig and derig.

Our association had acquired a mould (building jig or frame) for this boat. The mould had been built by a professional

boat builder, Allan Graham, who had built three craft from it, one of which he still owns.

The designer, Joel White, drafted the plan as a carvel planked hull. Allan decided to use clinker or lap strake construction. Not only did he supply the mould, he supplied a full set of templates for the planks, stem, keelson, transom and everything else required.

The second step required steam bending of ribs to place over mould, to then lay planks over. This sounds simple, and probably is if you have some knowledge of the process. Positioning lugs are on the mould for the ribs, complete with locking toggles past the sheer line. How good is that? The choice of timber is critical to the success of steam bending. Patience is also a virtue, and I think a pure 'doggedness' that the process won't beat you may help. A steam generator consisted of a twenty litre metal drum with a concentric three ring gas burner under. I found ten litres of water generated about half an hour of steam, sometimes not quite enough. (Hair tearing out time.)



The build underway, showing the professionally-built mould.

The first choice of timber was hoop pine. This was well aged and dry timber so had some issues. Soaking made a big difference to the steaming. Being a novice and probably moving too slowly, I had trouble bending full ribs, resulting with splitting at the sharpest part of the bend as the timber cooled. Cooling is quite rapid. I decided to do half ribs and join on the keelson. The hoop pine worked but kinked where contacting the stringers on

jig. These kinks or distortions are then visible on the inside of the boat. (Not pleasant.)

Choice of timber # two was spotted gum. I purchased timber, as green as possible, milled to deck plank size (19 mm thick) then ripped to 12mm strips. These ribs, although green, still required soaking to give successful bending. Some light splitting occurred on the outside of the sharpest part of bend, but as covered by planks will not be seen. The splitting problem apparently can be overcome by using a strip of thin sheet metal on the outside of the rib as bend is formed. The solid patterns (templates) make planking of the boat basically fool proof. The laps are 15mm, and, by cutting planks in pairs an even placing up each side was easily achieved. Allan Graham uses a spokeshave to form the 'gains' or 'geralds' so the planks come in smooth against the stem and transom. His method is a spiral bevel. I was not competent enough to do this and used the more traditional rebated 1/2 & 1/2 method. The centre case was next fitted, followed by seat risers and seats. I fitted an inwale inside the ribs, not only for extra strength, but for aesthetic reasons. Timber for planking is 6mm Pacific Maple marine ply. Seating timber for rear seat, mast partner thwart, and forward thwart is Silver Quondong. The centre thwart is radiate pine. (I think)

The most time consuming part of the build was the steaming, but I was satisfied with it in the end. The rest of the delay to completion, (we are not there yet), is other boats and a caravan to use. Seems like a good excuse to me.

"Pussyfoot", what else for a Catspaw?

Was test launched in July 2014, short row and motor. Next launch and first sail at our Lake Cootharaba camp in November.

The sail rig used was a wind surfer sail about 1/2 the square area recommended. I am very impressed with the stability of the boat, I thought it would be quite 'precious' or tender. But that may be the case when I complete the mast and sprit boom and use the correct sail.

Remember this mould/ form/ jig is available for hire, for a nominal fee, from

your association. You are allowed to enjoy the experience of the build, you **will** enjoy the result.

Happy messing about to you.



Pussyfoot on launch day

Vale – Roy Bliss



Roy Bliss answering questions following his presentation on Fastenings to the Meeting held 13th April 2004

It is with sadness that we note the passing on 8th January 2015 of WBAQ Life Member Roy Bliss. We have not seen Roy at meetings for a number of years, but he was an active member of the association up to the mid to late 2000s. He generously shared his considerable knowledge with members via talks on

numerous occasions. Our sincere sympathies go to his son David and the rest of his family. Some of our members were able to attend the Memorial Service held in Roy's honour on Friday 16th January at his old boat shed.

Members' projects

Please update your progress regularly – we are interested.

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

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.

Tom Metcalfe has an Iain Oughtred Caledonia Yawl under construction, see New Members, following.

Ian Colledge has a CLC Sassafra 16ft Mark 2 canoe under construction, see article following.

Webwatch – Go boating without getting wet Ian Primrose

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

<http://www.duckworksma>



Here is an old favourite with articles on boats, building and trips with a weekly Blog list. Updated daily (but always a day behind us)

Sailing Canoes:

<http://www.solwaydory.co.uk/>

Almost everything you needed to know about sailing canoes (thanks Jon Elcock for the lead).

THE SEAGULL'S NEST Nostalgia - Ads from the past

1960's Brochure

UNITED STATES PRICES

PRICE \$1400 LONG SHAFT \$1450

The 40 PLUS

A more powerful engine than the 35's, but very little bigger, it has just that extra thrust needed for more speed and heavier loads. It's not too big for an 8-hp. trim, yet it will drive a bulky hull-shaped chine hull fairly well. It's the best buy in and day out. For 25 per cent of the cost, it's the complete answer!

Horso-power category 2-3. Weight 36 lbs. (bracket stripped). To suit 16' foreboard. Reduction gear ratio 10.33. Propeller 9" diameter. Lubated Hydrolon Long shaft model, plus 6", available.

PRICE \$1300

The 40 MINUS

The 40 MINUS is the smallest of our range and is the ideal lightweight single motor. This compact little power unit is the answer to the many who long to get about on every possible occasion, although they may fire a long way from sea or river. It can easily be stored in the boot of the smallest family car and can be handled by children. Horso-power category 1-2. Weight 26 lbs. (with brackets stripped for carrying). One shaft length only, to suit 14' foreboard (top of transom bracket to water line). Reduction gear ratio 10.21. Propeller 8" diameter. Lubated Hydrolon.

PRICE \$1700 LONG SHAFT \$1800

The Century PLUS

The only motor of its kind in the world, little lighter than the Century, but with more thrust, it's the last word in effortless efficiency and effectiveness. Quicker, smoother, with a huge slower running propeller and even more economical, it's built to drive heavy loads, in rough water, with the least possible fussing. This is the outfit for anyone with a long to sea who doesn't intend to save money as well as make it!

Horso-power category 4-5. Weight 37 lbs. (bracket stripped). To suit 16' foreboard. Reduction gear ratio 12.46. Propeller 11" diameter. Lubated Hydrolon. Long shaft model, plus 6", available.

PRICE \$1800 LONG SHAFT \$1950

CENTURY PLUS ONLY

Clutch available to special order. PRICE \$205.00 LONG SHAFT \$210.00

BRITISH SEAGULL
"The Best Outboard Motor for the World"

THE BRITISH SEAGULL COMPANY LIMITED, FLEETS BRIDGE, POOLE, DORSET. TEL. POOLE 1651

NEW MEMBERS

A hearty welcome to:

Thomas (Tom) Metcalfe, of Labrador – Tom has an Iain Oughtred Caledonia Yawl under construction at present, and has a Willow Sea Kayak built by Brian Thomas in 2010. Tom heard about us from our advert in the Australia Amateur Boat Builder magazine.

Matthew Lambourne, of Mullumbimby NSW – Matthew is the owner of "Fleetwing", an 18 foot outboard Redwing camp cruiser. Also, in 1992, Matthew designed and built "Pelican", and 18 foot

balanced lug cat-ketch sampan camp cruiser, constructed of radiata pine and plywood. Matthew was a member of the WBAQ in the 1990s, and is now renewing that membership.

A Call to Paddlers

A paddle, row or motor messabout is programmed for Saturday 7th March 2015 at Deep Water Bend on the Pine River. (Access via Wyampa Road, UBD map 100, B15.) High tide at Brisbane Bar is 10.28am with a variation of only an additional 13 minutes at Deep Water Bend. A launch time of around 9am-9.30 would be good.

This messabout, while catering for rowers and motor boaters provides an **ideal paddle for those of you who have kayaks or canoes.**

Lying between Dohles Rocks and Deepwater bend is the Tinchi Tamba wetlands and the very interesting tunnel through a mature forest of Grey Mangrove that can only be paddled at high tide. It is not too far to Deep Water bend so those of you who are only occasional paddlers will find this easily within your capabilities. As some of us also own those sit on top kayaks of the non-wooden variety (wash your mouth out with soap!!!) it would be nice for us to participate as it will enable the desirability of more paddle oriented messabouts to be ascertained. Additionally just downstream from Dohles Rocks on the south side of the river can be found Bald Hills Creek, if we get that far. For those motoring it is thought that, weather permitting, a downstream trip towards the Ted Smout Bridge could be undertaken before joining the paddlers at the wetlands. With most of the travel occurring either side of the top of the tide, lunch at Deep water Bend or Dohles Rocks is on the cards, depending on how the spirit moves us on the day.

There are good ramps and toilets at both locations and sandy beaches along both shores from Dohles Rocks towards the river mouth. On Ian Kirk's last visit there was a small takeaway shop at Dohles

Rocks which is quite a pleasant location, but the recommendation would be to bring your own lunch in case we stay nearer to Deep Water Bend. Ian is hosting this event and as he will be on the 'Big Island' before the day the best contact will be **0404 719 929**.

For those of you who 'must' sail it is possible to do so to a degree in the estuary.

So we guess there is a reason for everyone to attend this one.

Ian Kirk.

Two-Stroke Oil

If you run a two-stroke outboard, you probably mix the fuel yourself in a separate container. You know how much oil to measure into your empty container, then fill it with the required volume of petrol, measured by the petrol pump. But what if you have a container that is only partly used, and you want to top it up – how much oil do you add then?

Assuming your mix is 1:50, you can use this method. Note the volume of petrol to (almost) fill your container – leaving a small hole in the top for the oil. Read the volume from the petrol pump in litres. Double that number, add a nought, and call it millilitres – that's the volume of oil you now add.

For example, you want to top up your partly used 10 litre container. Add petrol to almost fill the container. The pump says you have added 6.5 litres. Calculation is $6.5 \times 2 = 13$ add a nought = 130, so you add 130ml of oil.

Don't forget to give it a good mix around. Before you use this calculation, be absolutely sure that your motor runs on a 1:50 mix. (Based on an item in the Courier Mail 23-06-14)

Beacon to Beacon

Ron Prescott has been telling us for some time now that Beacon to Beacon will no

longer be published. If you have a copy, look after it. But if you haven't got one, is there a good alternative?

Yes, there is. You can download the Maritime Safety Queensland's *Beacon to Beacon* maps from this link:

<http://www.msq.qld.gov.au/Boating-maps.aspx> .

If you prefer a physical book, there is another great publication called *Hooked in Paradise* available at most chandlery outlets or on line at

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

(Info from Courier Mail 13th December 2014)

THE SCIENCE OF ANCHORING

The following is my précis of part of an article under the above heading that appeared in Yachting World magazine, Vol. 126, No 2787 in October 1974. It was written by Maurice J. Kenn, MASC, B.Sc(Eng), C.Eng, MICE, MIMechE, MEIC, Partner, J.H.R. Haswell and Partners, Consulting Engineers; Senior Lecturer at the Civil Engineering Department of Imperial College. Maurice (now retired) was good enough to check my précis of his article before its publication in the Log.

Traditionally, when mooring, yachtsmen have tended to heed the "folklore" which has suggested that the necessary "scope" for the mooring, that is the ratio L/d (length of mooring / water depth at high water), should be three for chain or five for rope.

To develop the maximum holding power of an anchor, the load on it must be entirely horizontal. Tests have shown that the holding power of an anchor is reduced by 25 per cent if the mooring (adjacent to the anchor) is inclined at an angle of five degrees. If the angle is increased to 15 degrees, the original anchor holding power is reduced by 50 per cent.

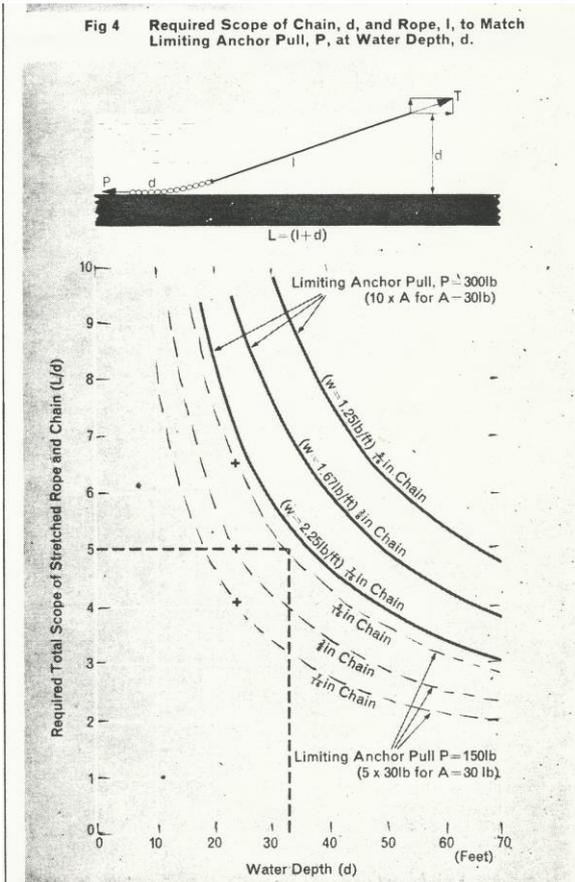
The article does not consider the design of anchors, but lists various previous studies

that have, dating back to 1934, and others in 1950 and 1960. These studies have resulted in the development of, for example, the CQR and Danforth types of anchor. The holding power of an anchor depends largely on the anchor shape; on the anchor weight; on the material in which the anchor is embedded; and, indirectly, on the scope and type of mooring to which the anchor is attached.

At the time the anchor is thrown overboard, of the various parameters affecting its holding power, scope is the only one over which we have immediate and direct control. Some have been previously decided (e.g. anchor design and weight, mooring type – chain, rope or combination of both) or are not readily controllable (material in which the anchor is embedded).

The article develops the argument that, in order to take maximum advantage of the holding power of the anchor, the scope of a mooring does not remain constant at three or five as noted above, but actually varies with depth of water – an increasing scope being required as the water depth diminishes.

The article considers an all-chain mooring, and a mooring made up of chain adjacent to the anchor then rope. I'll confine further consideration to the latter as that is the configuration most normally used in small boats. The scope varies not only with water depth but also with chain size and (assumed) holding power. Various diagrams are provided to graphically convey information of which only one (Figure 4) is reproduced in this précis.



Attachment – Figure 4

Figure 4 shows the required total scopes (L/d) , or $(l+d)/d$ of 24 feet (7.3m) of chain of varying sizes with an additional length of stretched rope, for assumed limiting anchor pulls of 150 lb (68 kg) and 300 lb (136 kg). For example, with a limiting anchor pull of 150 lb (68 kg) in 24 feet of water, the required total scope is 6.5 for 5/16 inch chain; 5.1 for 3/8 inch chain; and 4.1 for 7/16 chain.

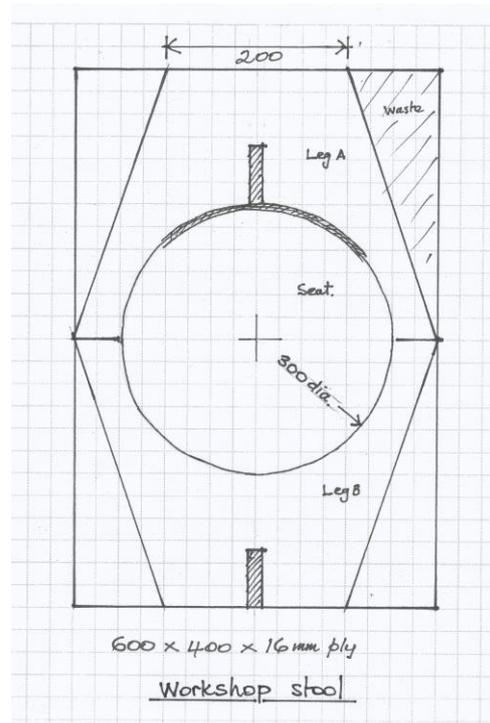
The necessary total scope of chain and rope can, of course, be reduced by increasing the short length of chain. An increase of 6 feet (from 24 feet to 30 feet) of 3/8 inch chain reduces the required total scope of chain and stretched rope from 5.1 to 4.2 for the same limiting anchor pull of 150 lb in 24 feet of water depth. *(It follows, therefore, that a reduction in the chain length from 24 feet (7.3m) to the length normally used on a small boat anchor of about 2.0m, then the above stated scopes should be increased.)*

My conclusion is that in most cases, the

“folklore” scope will do the trick. But when conditions are such that you want to get the maximum holding power (whatever that may be in the circumstances) from your anchor, it would be wise to keep the information in the above article in mind, especially in shallower water. Also, carry the heaviest anchor you can. Edward Elcock.

Workshop Stool

This handy stool for the workshop can be made from 16mm (minimum) thickness ply. It is useful to sit on if working near to the floor, or can be used as a stable low height support. Leg A and leg B cross-halve together, and the seat can be screwed and glued from the top, or a concealed fixing can be used. The overall dimensions of about 400 x 600 cut nicely from a full sheet if you want to make several, or sizes can be adjusted to suite the piece of ply available or the final stool size required. Cut the seat out using a 6mm straight bit in a router on a radius arm.





Ian Colledge's new canoe

Ian Colledge reports:

I started building a Stitch and glue lapstrake canoe after Christmas. The design is a new Chesapeake Light Craft design Sassafra 16ft Mark 2. I bought the plans from Denman Marine in Tasmania. When I ordered it they had to get the plans from America so it may be the first of the Mk2 to be built (rather started to build) in Australia. Attached area few photos.

The plans amazed me they are full sized, on paper that is over 5 m long. Unfortunately the design is based on two sheets 2.5m ply scarfed end to end. Using two sheet so 2.44m ply is not long enough meaning piece had to be scarfed in.

The following photos show progress to date.



Paired strakes on the plan



Ready for stitching



Grandsons help stitching



By lunch time young Frank has found other interest!

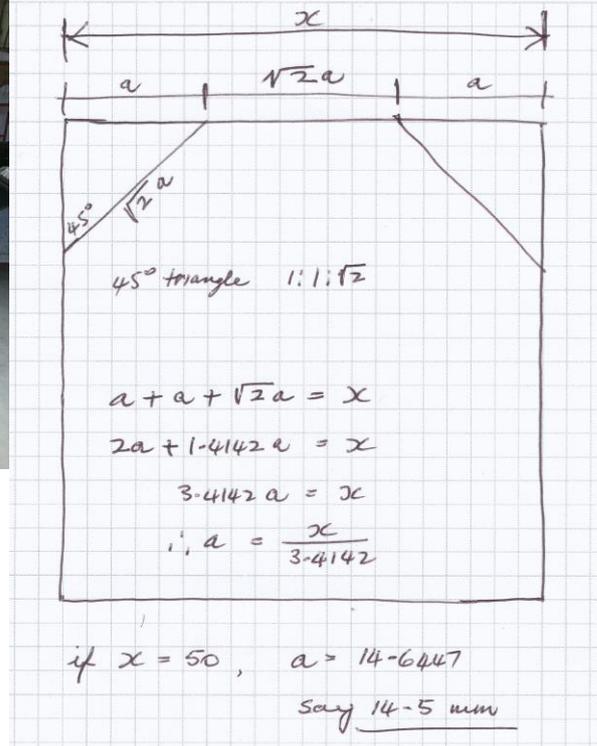


Ted stuck with me to the whole day



Getting the bow and stern together is a struggle (It is symmetrical)

Octagon from a square: (Ed Elcock)
I was asked a question the other day that I could not answer – how do you mark out a square section to 8-side it as the first step to making a circular section mast from a square section timber. The answer I eventually came up with is to mark in from each corner of the square by a distance of (X divided by 3.4142), where X is the side of the square. For example, if the side of the square section is 50mm, mark in from each corner 14.5mm (calculates as 14.6447mm but we can't normally measure that accurately). Here are the workings:



Epoxy coating:

When pre-coating plywood with epoxy, you can use a disposable brush or roller. But don't forget a squeegee, such as a window cleaner. One about 100mm to 150mm wide will do the trick. They are available for a few dollars from one of the cheap shops, and can spread unthickened epoxy quickly and leave a fairly smooth surface. The cured epoxy will break free of the flexible blade later so it can be reused.

Can you assist?

We have had an enquiry from our friends in South Australia. WBASA has been approached in regard to a Sara Finch looking for a boat once called **Narooma**. "I'm looking for a wooden boat named **Narooma** if it is still around. It was built by my Grandfather, William Cook, in the 1940s who has since passed on.

I would love to find it for my mother to see, it would be an absolute thrill for her. Would you please let me know." If you know anything of this boat, would you please contact Graeme Hardy of the WBASA at Graham@hardymilazzo.com.au



2015 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; Phil Brown: 3820 8082

MONTH	MESSABOUTS	EVENTS
February	14 th Brisbane River – Long Pocket to West End boat ramp (near Davies Park) for lunch and return (Steve Ainscough 0403 316 002). Launch from Long Pocket boat ramp (UBD 179 F12) by about 0900hrs. Low tide around lunch time, so should give us assistance both ways.	6 th -9 th Aust. Wooden Boat Festival, Hobart, Tasmania 21 st -22 nd Goolwa SA Wooden Boat Festival 21 st Point Talburpin Sailing Fun Day (Tony Harland 0419 848 684 and Don Burrows 0432 675 179)
March	7 th Deep Water Bend, Pine River (Ian Kirk). See Ian Kirk's article in the body of the Log. Launch from Deep Water Bend boat ramp (UBD 100 B15) 21 st & 22 nd Pumicestone Passage – Caloundra o/n, return. (Ian Trail)	21 st -22 nd Moreton Bay Classic Yacht series, Vic Lucas Cup.
April	11 th Nundah Creek (Darrell Spiers) 20 th to 24 th Southern Moreton Bay cruise (Ian Kirk)	
May	4 th to 8 th Sandy Strait cruise (Dave Micklethwaite)	9 th & 10 th Bribie Regatta 9 th Point Talburpin Sailing Fun Day 15 th to 17 th Timber & Working with Wood Show 21 st to 24 th Gold Coast Marine Expo
June	12 th to 14 th Dunethin Rocks camp cruise (Phil Brown) 22 nd to 26 th Wivenhoe camp (Jim Jones)	6 th to 8 th Gaffer's Regatta
July	27 th to 31 st Rudy Maars to North Currigee camp cruise (Darrell Spiers)	19 th Flinders day, Coochiemudlo Island

August	8th Manly to Green or St Helena Islands (Kim Pollock) 21st to 23rd Caloundra weekend cruise (Ron Prescott)	
September	12th Messabout planning meeting 14th to 18th Yamba / Clarence River camp cruise (Darrell Spiers)	19th Point Talburpin Sailing Fun Day
October	10th Jacobs Well to Tipplers (tba) 26th to 30th Lake Cootharaba camp cruise (tba)	10th & 11th Tweed Regatta 25th Noosa Regatta
November	Tba	14th Point Talburpin Sailing Fun Day
December	tba	

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.



COMING EVENT DETAILS

Mark your calendar now

14th February: 1. Valentine's Day; 2. Brisbane River messabout (see details in "calendar" above). Note – items may not be listed in order of importance.

7th March: Pine River messabout ex Deep Water Bend. An excellent messabout for all, but paddlers in particular. See "Calendar" above and Ian Kirk's screed in the body of the Log.

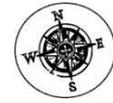
MID WEEK SAILING

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

Members – advertise for free here for 3 months! Boats, tools, accessories etc

Motor Canoe, Length 3.8m, Beam 1.2m, weight 45 kg.

Selway Fisher designed motor canoe, light weight (45kg) suitable for car-topping, constructed in marine ply, epoxy and fibreglass, for rowing, paddling, sailing and motoring. Includes pair of 8'0" oars, paddle, lug sail, and 3.5 hp 2 stroke Tohatsu outboard motor. Boat, motor and all equipment in good condition (unlike the current skipper) Price **\$1,500** (not negotiable). Location, Sunnybank, Brisbane

Contact Ron Prescott, phone 07 3345 1429 (home) or 0432 181 174 (mobile)
pat37ron@optusnet.com.au (email).



Hartley Flairline 16 Part Completed Project

Length 4.72m (15'6"), power rating 80hp outboard, Located regional Queensland (Mitchell, Qld 4465). Price \$2,000 (Cost of materials). Contact: Jeff Porter (07) 4623 7648 or 0414 843 648 or jporter@bigpond.net.au

Requires sanding, sheathing (if required) fairing and painting. Have full set of plans, Hartley's Guide to Boat Building, quantity of 6mm & 8mm ply, quantity of clear hoop pine, nails, screws.

Notice of AGM

The Annual General Meeting of the Wooden Boat Association of Queensland Inc. will be held the Queensland Maritime Museum premises on 10th March 2015, commencing at 1900 hours.

The following business will be transacted at the AGM:

- To receive the statement of income and expenditure, assets and liabilities.
- To receive the statement of income and expenditure, assets and liabilities.
- Presentation of the audited statement to the meeting for adoption.
- The appointment of an auditor
- General business for which notice of motion has been given.
- Any other business brought before the meeting in accordance with the rules of the association.
- Election of members of the management committee.

Proxy Form:

I, _____

of, _____

being a member of the Wooden Boat Association of Queensland Inc. hereby appoint

of _____

, or failing the member, _____

Of _____

as my proxy to vote for me on my behalf at the annual general meeting of the association, to be held on the 10th day of March 2015 and at any adjournment thereof.

Signed this _____ day of _____ 2015.

Signature. _____

This form is to be used *in favour of* against the resolution.

*Strike out whichever is not desired. (Unless otherwise instructed, the proxy may vote

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At the annual general meeting of the association, all the members of the management committee for the time being shall retire from office, but shall be eligible upon nomination for re-election.

The following positions are to be filled:

- President
- Vice President
- Secretary
- Treasurer / Membership
- Committee members including general member, QMMA rep., Log Editor and Messabout Convener.

