THE 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

Email: info@woodenboat.org.au

JULY 2016

"I NEVER SAW A WRECK AND HAVE NEVER HAVE BEEN WRECKED, NOR WAS I EVER IN A PREDICAMENT THAT THREATENED TO END IN DISASTER OF ANY SORT"
Captain Edward Smith, 5 years BEFORE he took command of the "TITANIC"

Taking a break on Lake MacDonald
(Story inside) *Photos by Ian Primrose*

Wooden Boat Assn Qld Committee

- **President** Jon Elcock 0413 945 377
- **Vice-President** Jim Jones
- **Secretary** Phil Brown 0416 057 277
- **Treasurer** Wayne Aberdeen
- **Membership Secretary** Ed Elcock 0437 081 569
- **Webmaster** John Tennock webmaster@woodenboat.org.au
- **Web content/ Publicity** Malcolm Hodgen & Paul McShea
- **Committee** Ian Trail, Doug Graham, Ian Primrose, Peter Jensen
- **Events sub-committee** –Phil Brown
- **Librarian** – Mac Finch

Regular Meetings and 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

Sub-Committees

Messabout Calendar
info@woodenboat.org.au
St Ayles Skiff Sub-committee
Steven Ainscough- Leader
communityrowingqld@gmail.com
Provedores Ian Trail & Mac Finch

Editor's Note

Your contributions to the LOG are sought and welcomed. Articles in MS word with JPEG photos are the preferred format. Email if possible.

The Log is generally finalised the day after the monthly meeting. Editor Ian Primrose Ph 3263 3381 m 0491 120 888 Contributions to: imprimrose@powerup.com.au

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

(Press Control [ctrl] & Click to access active links in the LOG or copy to your search engine)

FROM THE CAPTAIN'S CABIN

Jon Elcock, President

Model Boats.

I am sure there are number of you that had a model boat when you were young. I had a model sail boat I had carved out balsa wood, trying to fashion it after the Sydney to Hobart yacht Winston Churchill. As you know Winston Churchill was tragically lost along with three of her crew in the 1998 race.

I nearly lost my model when I was about twelve as it sailed out of reach on the Mooloolaba river early one morning, (before Dad & Mum were up) I tried to swim after it and got into trouble, fortunately big brother was to save the sail boat, and me.

When visiting the National Maritime Museum last month I got talking to a resident model maker, John Lang, He comes in every Wednesday and has almost completed a model of a pearling lugger, like the one at Queensland Maritime Museum.

He has spent two years one day a week making this crafted model, cutting out the frames and fixing the planking on using hundreds of trunnels made of bamboo, one millimetre in diameter.

The practice of making models before building the real thing is widely carried today, and some boat designers recommended. It being a lot easy to correct a mistake on a model then on the real thing

When large passenger ships were built, models were made to help sell cruises to the next lot of potential passengers. Some fine examples are on display in most maritime museums including the QMM.

The hardest thing with building a boat can be starting. So start with a model and work your way up from there, good luck

Stay safe.

Jon

WORKS IN PROGRESS

This segment is provided for members to liaise with builders of boats they may be interested in building and to encourage building projects

Ed Elcock's punt! ***(Updated)***

Rebuilding an existing 8' punt. Ed Says… "Current progress - Internal fit-out going slowly. I am at the stage where things take longer than you think, even though you know that things take longer than you think, and you allow for it".

Updated!Jon Elcock is reno-ing 18' Cecily Bowden Cruiserette' Outside finished, dry launched boat and successfully transferred to new trailer. Now starting work on the inside, replacing wiring and re-varnishing.'

Bruce Wollstein is building his 4th canoe – A K1 type kayak

Geoff Taylor is building a 16' Eureka Canoe

Rohan Watt is building a Northumberland Cobble. You can view a time lapse of his work at: https://youtu.be/Z6vYV_Piz6I

Dave Micklethwaite is building a Paul Gartside fantail launch, 18 feet OAL. Almost ready to glass.

Rob Mabin of Buderim is building an Oughtred McGregor canoe – the full decked sailing version.

Darrell Spiers is building a 10' Wes Farmer design that he has strip-planked. He is fitting a 2 ½ HP Chinese Honda copy (a "Chonda") air-cooled inboard.

Mark Fort is building an Oughtred Californian Yawl.

Chris Treloar: Jim Michalak design

Allan Tomley: 8.3 metre folding & trailerable catamaran. Also Reno-ing a **Hartley**

David Thierens is building a classic Riviera of cold moulded construction.

John Skinner is reno-ing a skiff he got from the Girl Guides

NEW MEMBERS
A hearty welcome to:

CORRECTION

In the Log, we welcomed "Ian Grant". We got it wrong! Ian's middle name is "Grant" and his surname is **Dickson,** Sorry Ian

Therefore…Welcome Ian Dickson, of Moffat Beach – Ian has a Pooduck Skiff named ***"Swag 3",*** LOA 12'10", beam 4'6", draft 1'9" with the board down, weight 130 lb, sail area 79 sq.ft. Ian heard about us from fellow boat owners in the Caloundra contingent.

Here is a photo of Ian sailing "Swag 3" at Lake MacDonald. This boat was built by Rick Sutton (of "Chelsea" fame) in about 2007

Leif Klok, of Woody Point – Leif has a 1951 Centuary Resorter, 20 foot, Gray Marine 125 totally original from Michigan USA. Her name will be ***"Pretty Woman"***. Leif found us by a Google search

Peter Hine, of Glasshouse Mountains – Peter has a Percy Blandford designed double kayak, canvas on wood, built in 1965. Its length is 15 feet, beam 32 inches, cockpit length 7 feet, draft 6 inches. Peter heard about us from WBAQ member Paul McShea..

WEBWATCH
Go boating without getting wet!

Total Boat Show "Daily inspiration for Marine Enthusiasts" Scarphing a plank into an old boat. 5 minute video http://www.totalboatshow.com/video-of-the-week-scarfing-connecting-wood-with-tips-from-a-shipwright/ ***from Jim Jones***

HUMOUR – "How to Launch like a Boss"
Published on Jun 9, 2016
This video was made for AV-OG-TIL, a Norwegian NGO, working to reduce the harmful effects of alcohol. "The aim is to raise awareness around the dangers of intoxication while operating a boat. Launching is an art form best practiced sober".

1min 23sec

https://www.youtube.com/watch?v=FPeetFWRVxo

The History of the Racing dingy in a new Blog by Chris Thompson. Scroll down & click for chapters. More chapters to come. **https://sailcraftblog.wordpress.com/2016/06/06/about-sailcraft/**

NEW! QBAQ PLAQUES

NEW! FOR SALE
IDENTIFY YOUR BOAT WITH ONE OF THESE WONDERFUL WBA PLAQUES.
METAL WITH ENAMEL LOOK
Measuring 75 x 50mm.
2 fixing screws supplied.

Sold below cost to benefit members
Just $10.

REPORTS

LAKE MacDONALD, COOROY
24th-26th June
Story & Photos- Ian Primrose

Ron on his Stand-up Paddle Board

Attendees:
Ron & Pat Prescott –Stand-up Paddle Board
Phil & Elaine Brown – Joey
Geoff & Oriel Williams – boatless
Ian & Libby Primrose – Tom Hill 12' Lapstrake Canoe *"Ratty"*
Day Trippers
Rick Sutton – Navigator *"Chelsea"*

Paul Mc Shea – a Ross Lillistone *"Eve"*
Peter (Paul's neighbour) – 40 y.o. canvas Kayak
Ian Dixon – Pooduck Skiff *"Swag 3"*

The venue for the weekend was the Scout Cooroora Camping Ground on the banks of the Lake and it turned out to be a great place. The facilities are excellent for camping with a well-equipped camp kitchen; numerous powered sites; really hot showers; picturesque treed grounds and best of all, a fire-pit (all for just $12 pp. per night for a powered site)
The attendees listed above stayed in caravans or camping trailers which was advantageous considering the weather, as on Friday, we had very strong westerlies and cool temperatures throughout the weekend. The sun did shine in a watery sort of way.

Rick in "Chelsea" doing some serious sailing

On Saturday, Rick, Paul, Peter and Ian arrived with their boats and had a great sail on the Lake. Usually sailing at Caloundra, they likened it in area to Bullcock Beach to Military Jetty- not an insignificant sailing area. The only difference was no tides and no salt in the water!
We had some good yarns around a "pig"* campfire on both nights – sitting close of course. Across the Lake is the Noosa Botanical Gardens and some of the group explored these, travelling by car. The others paddled, rowed or sailed there for smoko. It's worth a visit sometime.
This was the first time we had stayed at this camping ground and all agreed that it was a great place and that we should return when the weather is a bit warmer. Those sailing also voted for a return visit. The campground is strategically located to access Lake Cootharaba; Tewantin; Noosa and Eumundi Markets by road.

Paul & Ian just sailing about

Paddling around

Phil in the Joey

PIG.._To avoid any misunderstanding for those who don't know… We were not roasting a quadruped from the swine family. A pig in this instance is a brazier on legs fashioned from an old gas cylinder (although the alternative description with crackling may have merit!)_

BOATING / VOTING DAY
2nd June
Ian Primrose

Which way?

An eagle circles overhead; red-beaked water hens skip across the tops of the lilly pads;

bellbirds and whip-birds puncture the silence with their piecing calls. There is no wind and the reflections are only split by the bow of the canoes. The sun is warm in the 20 degree day. We could be in Kakadu but looking up the television towers on Mt Cooth-tha gives our location away. We are just out of the city at **Enoggera Dam** at Brisbane Forest Park.
It was a 2-boat 4 person event: John Morrison in his 13ft Dennis Davis DK13 round bilge kayak and me in *"Ratty"* - the Tom Hill 12ft canoe. Ron Prescott came along and was going to bring his stand-up paddle board but decided the journey to the water would be daunting on the wheels he had.
You need some good wheels to get your boat the 100 m or so down a roughish track to the water. It's easy going down but a bit of work getting back. Sand tyres and 4 wheel drive advantageous!
It was a good opportunity to try each other's boats. John's kayak looks beautiful on the water but with it's round bottom and small cockpit, you wear it rather than sit in it. However, it soon becomes part of you as you get used to it.
The lake is extensive with many inlets to explore. The bank is lined with water lillys and in summer, these would be a spectical when flowering. Bird life is plentiful.
We sat in the sun and had lunch, watching kids play at the waters edge. We were a long way from the hub-bub of the election polling booths. A lovely day. Sorry you missed it!

John in his Kayak

MANLY TO GREEN ISLAND
9th JULY
Story & Photos: Jim Jones

I had organised with Phil Davis to crew with me as we had a grandson, Ethan, staying with us that weekend. The forecast looked promising for a brisk sail with winds forecast to be 15-18kts. By Tuesday night the forecast wind had dropped to 15kts.
It was then suggested that Ethan could come along with Helen. By this stage we had two other Members, David Sloper and Trevor Green attending. David would have Paul Somers, a former HartleyTS18 owner, as crew.
The Manly Combined Clubs Big Lap Event was also planned for Saturday. I figured that as the briefing for the BLE was at the MBTBC, the public ramp near RQYS would be quiet. With 15kts forecast, the Big Lap Event, the Qld Finn Championships and the usual Saturday Optimist and Sabot squads, the day promised plenty of sailing on the water.
Ron Prescott arrived as David and I were rigging our boats. If there is a promise of boats and water, Ron will be there. David launched with the intention of sailing around near the entrance to the Leads until we launched and caught up.
Ron had prior commitments, so his intention was to sail back to Manly from King Island.
As it is only a short hop to Green Island, it was decided we should sail towards King Island along with Ron then North along the Eastern shore of Green Island and come ashore for lunch on the beach at Nick's Point.
After launching and setting course for King Island, we met up with David and Paul and spotted Trevor in his BIG boat. We let them know that we would sail towards King Island initially. As expected there were plenty of boats on the water, but as Moreton Bay is a big area of water, it was not crowded.

A young bloke's introduction to the joy of sailing (Trevor's Boat in the background)

As it turned out, the winds were below 10kts but steady. This was ideal for Ethan's introduction to sailing and helming. From the Western side of King Island we left Ron to his cuppa and turned Northeast towards the Eastern side of Green Island. With several

Cardinal marks in the area, Ethan has his first lesson on the IALA Buoyage System.
Several dolphins and one turtle was spotted. The water was remarkable clear considering the recent rain events. Half way up the Eastern shore of Green Island, the wind dropped to a couple of knots so we motored the rest of the way to out designated lunch spot.

Lunch stop

David and I beached at Nick's Point on the North-West corner of Green Island for lunch. Trevor came ashore in his tender. We shared the beach with a couple of jet-skies and several power boats.

Trevor coming ashore in his dingy next to the recently renovated "Sea LarK"

As the course for the Big Lap Event was between St Helena Island and Green island, I was expecting to see the race competitors on the way back from Peel Island. Maybe the lack of wind caused a change in course.
After lunch, we sailed back towards Manly until we again ran out of wind and steerage. There were plenty of Optimist being towed back to Manly, like ducklings following mother duck.
It was a beautiful winter's day on the water. A couple more knots of breeze would have made it perfect.
POST SCRIPT: Bruce Wollstein also on the water, travelling in his dory from Coochiemudlo. He landed on Green Is but either at a fifferent place or time to the main group.

BOOK: BOXER'S LEGACY

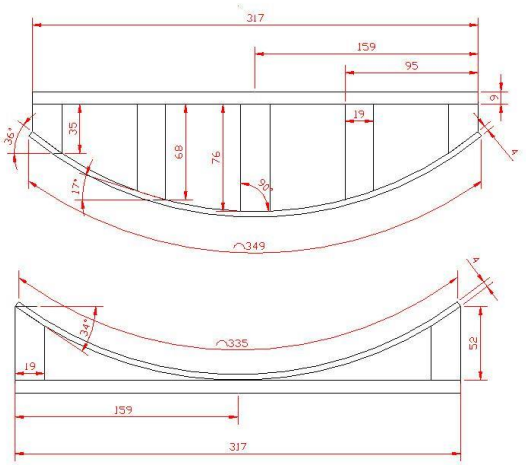
Ed Elcock

Following on from Bill Wright's excellent illustrated talk on Boatbuilding in Brisbane at the June meeting, members may be interested in the book ***"Boxer's Legacy – The Story of the Norman Wright Boatyard"*** by Lindy Slater. It is a very informative read. You will recognise some of the photos in the book as ones we saw at the June meeting. Call number of the book from Brisbane City Council libraries is 623.82 SAL.

MAKING A CANOE BACKREST

Not too much detail available on this but it seems it is all down to the 2 part (male/female) jig shown in the second diagram to get the curve. The back is laminated from thin ply. Dimensions are in mm.
You could probably use the same system but modified, to make curved paddle blades.

Seat back (top) and 2 part jig



Dimensions to make the jig

(Diagram Above: expand on your screen to read. Those who get the LOG via mail may have to use magnifying glass)

THE BRITISH SEAGULL

The following quote in a less politically correct time, is from the Seagull advertisement showing a bloke putting his seagull into the back of an Austin Healey 100/4 or 3000 and a young lady in the driver's seat, of course…

"All a man's heart could desire: a nice clinker boat; open sports car with de rigueur head-scarfed posh totty at the wheel, ready to drive him anywhere; and YES! a SEAGULL motor in the boot…." Dream on - those days are gone!

(The Following is lifted and adapted in part from the Dingy Cruising Association Magazine – an article by the late Dodge Morgan)

The British Seagull appears to have been designed prior to the industrial revolution. Fifty years ago, it was a most simple and straightforward piece of machinery found on many transoms, but now it is a humorous curiosity to those who just happen to come across one and a cult membership to those who have owned one in the past or do own one at present.

The motor is curiously just as easy to repair (an on-going activity) for a mechanical dope as it is for a practising mechanic. Operating parts are either right there in front of you or are clearly located close behind sub-assemblies held with very perceptible fastenings.

The original operating manual for the Seagull was clear. It demands one reads the manual first and then cautions that people can be divided into two categories- those that are born with the capacity to operate machinery and those who are not- and if you as an owner belong to the latter class you will need to study the manual with especially furious focus or you have made a mistake in buying the motor in the first place. The manual hints that those who remain unsuccessful in Seagull operation should not complain to the factory but seek psychological help- that their problem is mental attitude and not a cantankerous engine.

"Let us say at once, this will NOT do. Your Seagull doesn't ask for very much, and there's no difficulty in giving it what it requires… we don't write this book for fun… we do it because it's vital…"

No doubt as to where you stand here!

Experience teaches you how to spot a Seagull owner out of a crowd. Almost always of the male gender, he will exhibit several obvious personal and social characteristics.

- His right arm will hang lower than the left, a result of carrying one of the devices almost everywhere during shore visits to thwart indiscriminating thieves and nefarious parts collectors.
- He will walk with a definite shuffle and cautious style because his shoe soles will be coated with an oily slick; the engines ooze two-stroke oil.
- He will speak in an extraordinarily loud sing-song voice because one can barely hear anything at dingy distance while underway with one. The Seagull instructions warn one to avoid controversial comments and obscene remarks during dingy sorties. This is because you will have trouble talking over the engine noise to a companion next to you yet those at a distance people will hear every word.
- The Seagull owner's wife or mate will show red splotches over her face, neck and cleavage. These are caused by the knot on the action end of the starting rope, commonly whipped forward after numerous engine wraps and pulls needed for each operating use.

NAUTICAL TERMS IN CURRENT USE

Pipe Down -

The **Pipe Down** was the last signal from the Bosun's pipe each day which meant "lights out" and "silence". On those long car trips when you told the kids to "pipe down" it meant to stop talking/fighting and be quiet. *(That never really worked – Did it?).*

Humour: FACEBOOK FOR THE SENIOR GENERATION

For those of my generations who do not and cannot comprehend why Facebook exists:
I am trying to make friends outside of Facebook while applying the same principles. Therefore, every day I walk down the street and tell passers-by what I have eaten, how I feel at the moment, what I have done the night before, what I will do later and with whom. I give them pictures of my family, my dog, building boats in the shed and of me sailing, watering the lawn, standing in front of boat ramps, rigging the boat, having lunch, and doing what anybody and everybody does every day. I also listen to their conversations, give them the "thumbs up" and tell them I like them. And it works just like Facebook.
I already have four people following me: two police officers, a private investigator, and a psychiatrist.

"Of Course, They're all fibreglass these days"

.

Old Seagull advertisement
(Spot the Seagulls!)

WHAT HAPPENED AT THE LAST MEETING

JIM JONES – VACUUM BAGGING

Jim gave us a talk on vacuum bagging – the process of applying veneers successfully. He has made a vacuum pump from old fridge compressors but the design is too complex to describe here.
Bags usually for storing blankets etc can be obtained from Bunnings. Other items from Spotlight. All are placed in the bag in the following order:

- Item to be veneered
- Epoxy glue
- Veneer
- Peel-ply or nylon from Spotlight
- Bleeder material – ½ inch polyester wadding to take up excluded glue

Vacuum @ 20inch is applied and held for 24 hours. This pulls the veneer down tight.
Warning: Don't use your wife's vacuum cleaner as you will burn the motor out with continuous use!

DISCUSSION ON BOAT INSURANCE

Various companies providing insurance for wooden boats were discussed including Tudor, Nautilus, Pantenius & Club Marine. Most are asking for surveys that can cost hundreds of $s. It seems Tudor only requires survey after a certain value. Nautilus was found by someone to be cheaper but did require survey. Next year it may be possible to get a group of boats to be surveyed at the same time, thereby reducing the cost. Details in 2017.
LESSON: It pays to shop around

2016 CALENDAR OF MESSABOUTS & EVENTS
One day, weekend and week-long Messabouts and big events in 2016

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: Phil Brown: 3820 8082

MONTH	MESSABOUT	EVENTS
JULY	➢ 17th Matthew Flinders week-end Coochiemudlo Host ➢ 30th Messabout Planning Meeting 09:30 at Museum	➢ 23-24th Gaffers Regatta
AUGUST	➢ 1st to 5th North Curridgee Camp Host Darrell Spiers ➢ 19th to 21st Caloundra week-end Host Ron Prescott 0432 181 174	➢ 6th Point Talburpin Sailors' Fun Day. ➢ 19-21st BIA Brisbane Boat Show – Convention Building
SEPTEMBER	➢ 4th to 9th Yamba week. Host Darrell Spiers *BOOK YOUR ACCOMODATION ASAP* DATES FOR PT TALBURPIN SAILORS' FUN DAYS IN 2016 • 6AUG HT1.92 @ 11.42 • 5 NOV HT2.13 @ 12.42 Mark your diary	Other Dates of interest for events ➢ October 23rd Davistown Putt Putt Regatta
OCTOBER	➢	Tweed Classic Regatta

MESSABOUT PLANNING MEETING 30th JULY 09:30

At Museum – all welcome

BYO Smoko

Wanted: "Big Boat" volunteers to take us small boat people out for a day / afternoon on the Bay. Probably ex-Manly with date to be determined/ agreed.

UNCLAIMED LAUNCHING TROPHIES FROM 2015

Gavin Williams – "Missie Lee"; Jeff Bailey "JB"; John Milne "Soulmate" and Ian College "Blue Canoe"
You've done the work – collect your Reward

COMING EVENT DETAILS

Mark your calendar now

CORRECTION: Last month in this section we stated that the Lake McDonald event was in July – Sorry – meant June**.** Apologies if this caused confusion or inconvenience (Did anybody notice?)

FLINDERS DAY SUNDAY 17th JULY COOCHIEMUDLO ISLAND Host: Phil Brown
Ph 3820 6881 Mob 0416 057 277

Launch at Victoria Point or other suitable location. Meet at Coochie boat ramp 10 am for a sail around to be at Norfolk Beach for the Flinders landing re-enactment at 12 noon. Market Day is on as well. No Boat? Catch the ferry at Victoria Pt that runs on the hour and half hour.

1st to 5th AUGUST – CURRIDGEE HOST: DARRELL SPIERS Ph 3298 5394

Cruising in the Southern bay with camping at the Lagoon at Curridgee on Straddie. Secure parking at Rudi Maas (costs) or otherwise access from Runaway Bay or Paradise Point. BYO everything!

6th AUGUST PT TALBURPIN SAILING DAY

Starting from the Ramp in Torquay Rd, Redlands Bay. Briefing at 10:30 for an 11:30 start. High Tide is 1.92m at 12:10. After the "race" it's lunch under the trees. BYO to share. If you can't make the boating- come for a picnic. It's a lovely spot. Details Tony Harland 0419 848 684 Or Don Burrows 3829 0607

AUSTRALIAN WOODEN BOAT FESTIVAL 10-13 February 2017 Hobart – You should think about booking accommodation URGENTLY!

THE WBAQ 2017 CALENDAR

WE NEED PHOTOS –

- **Preferably taken between Oct 2015 to Oct 2016**
- **High Resolution – about 3mb min.**
- **Landscape format preferred**
- **Subject to be of general interest (not family snaps) and have boat(s) in it.**

WBAQ MARKETPLACE

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

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

- **7' Dinghy, D4 design** (similar to Sabot). Set up to motor or row (oars included). Would easily convert to sail. Can be carried on roof racks. Extras included. $250
- **2.5hp Tohatsu Outboard motor**. 2 stroke. gearbox type (neutral/forward). Approximately 10 hours on motor. Comes in custom made carry box. Less than half new price. $450
- **Tohatsu Fuel Tank**. 25 Litre. Unused. $25
- **Timber** 10 x 11ft lengths of VJ Hoop Pine.
- Well seasoned. $20

Contact Alan Bates (0402 891 113)

These young fellows have now grown up- Boat now for sale

ROPE. Available to members at cost. 6mm - .40c; 8mm- 80c; 10mm-$1 per metre. Suitable for rigging or general used. Order before the meeting by phoning Phil Brown 3820 6881 Mob 0416 057 277 or email brownshouse@ozemail.com.au

60 Y.O HARTLEY POWER BOAT and Trailer. Some rot in deck but hull looks OK . 1973 50HP elect start Johnson in good order. Boat is free but negotiable for motor and trailer Ph Pedro Coffey 04278 751 507 Located Caloundra.

Boatcraft Pacific

(Advertisement)

The best source for all your boat building materials.

• Bote-Cote marine coating resins. 2:1 Amine blush free optimised for Australian conditions

• Epox-E-Glue A pre gelled 1:1 epoxy glue.

• Purbond Single pack waterproof adhesive ideal for strip planking and joinery.

• Aquacote Water based high build epoxy primer and water based 2 pack polyurethane top coat. Very high performance two pack paints without the fumes and health worries.

• Cop-R-Bote antifouling. copper metal permanent antifoul that really works.

• Fibreglass Woven and knitted reinforcements, the widest range of weights and constructions.

• Timber and Plywood. Marine plywood and long length clear hoop pine, WRC and Kiri.

• Silicone Bronze and Copper fastenings. The largest range in Australia.

• Davey traditional bronze ship and boat fittings. Plans. We can supply a wide range of boat plans. Come and browse our catalogues. Save money with our material packages.

46 Chetwynd St Loganholm, Qld 4129 Ph 3806 1944 Fax 3209 7711

Be sure to tell us you are a WBAQ Member to receive a 7.5% discount from Trade price

BoatCraft Pacific (Sunshine Coast)*(Advertisement)*

Sunshine Coast boatbuilders !

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Bote-Cote Epoxy – Epoxy Glue - Purbond – Aquacote – Fibreglass – Timber – Marine plywood

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