



**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

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AUGUST 2016

The true test of seamanship is how a sailor reacts when things go wrong.

— John Vigor



TRAVELLING A LITTLE FURTHER NORTH

"DAKINI" at 1770 / SUNSET AT PELICAN BAY
(Story inside) Photos & Story by IAN KIRK



Wooden Boat Assn Qld Committee

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- **Events sub-committee** –Phil Brown
- **Messabout Co-ordinator**
Darrell Spiers 3298 5394
- **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
Providores 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



August already! As I turn over my WBAQ calendar for August I'm greeted by a great shot of sunrise over Military Jetty, Caloundra, which brings us to the weekend mess-about 19th to 21st at Caloundra. I'm in; who else is going?

We, Marian and I, are just back from visiting one of my sons in Malaysia. Road rules are very fluid and exciting at the same time. On our drive from the airport into KL, we flashed past speed signs indicating 80 kph. We were doing 120, which was not unusual as the majority of other drivers were doing the same. Where two lanes are painted on the road, you should be able to fit three cars abreast plus a couple of motor scooters. Double white lines around mountain roads, means they had more paint on that day and you probably need to be more careful when overtaking.

But I digress. Wooden boats. We saw a number of various sizes, uses and condition of repair. There were small 5 to 6 metre ones with the long shaft air cooled outboards ferrying people across the Thai-Malaysia border for one ringgit (30 cents AUS) to do their shopping.

Larger 9 to 10 metre hard-worked boats carrying mangrove logs up narrow creeks and canals to the charcoal factory. 12 to 15 metre brightly painted ocean going squid-fishing boats that have been built the same way for over a hundred years, but now using bright halogen lights to attract the squid instead of old hurricane lanterns.

We stopped by to small ship-building yard under a freeway, to see one of these 12 metre boats being built. The same method has been

used down through the ages with some concessions to modern fixings. Although interestingly, paperbark is still being used as caulking. If interested in that method of ship building check out the web site.

http://www.naga-pelangi.com/Naga_2/common/Professional_Skipper.pdf

Meanwhile back to our own boat building, with the epoxy and plywood. How is your project going? Don't forget to keep Ian Primrose inform on your progress so he can update the Log

Have fun and 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

David Sloper *UPDATED*

Here are some photos of the stand-up paddle board that I'm building. It is 11 ft long 33 inches wide; ply backbone and ribs, imperial cedar decks; ready to fibreglass. It will probably be completed by next meeting.



Ed Elcock's expanded 11' punt! *UPDATED*

Ed is putting some paint on it now with a view to launching it at the Caloundra weekend.



Jon Elcock is scraping layers of paint from an 18' Cecily Bowden Cruiserette

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

Geoff Taylor is building a 16' Eureka Canoe

UPDATED Rohan Watt is building a Northumberland Cobble. You can view a time lapse of his work at:

https://youtu.be/Z6vYV_Piz6I

The paint goes on!



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.

Chris Treloar: Jim Michalak design

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

UPDATED David Thierens is building a classic Riviera of cold moulded construction. There is now a big V8 sitting on the beds waiting connection.

"Attached is a photo of the finished cherry mahogany floor boards in the front cockpit. They are very nice and durable with a two pack finish. This progress is an experiment in terms of whether I can achieve the finish quality I want, but finding enough time to make quicker progress is difficult".



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

NEW MEMBERS
A hearty welcome to:

Paul Reader, of Pacific Pines – Paul has three boats – a Paul Gartside designed 5.5m gaff rigged cutter named "**Greenshank**" 2007; a Canadian white water canoe of Paulownia strip and a hybrid (New England Swamp) canoe built of Paulownia strip and ply. Paul heard about us afloat off Curridgee.

Paul's boats....



LAUNCHINGS

Congratulations to:

Mark Fort has launched his Oughtred Californian Yawl.

WEBWATCH

Go boating without getting wet!

https://www.youtube.com/watch?v=5eiXC3_Sm7Y

An amazing Four and a Half minute video showing the power and terror of the ocean and the lighthouses that stand to protect mariners. The Lighthouses in the video are identified as being in the [Iroise Sea](#) in Brittany on the West coast of France. Wikipedia describes this area as one of the most dangerous seas in Europe.

<https://www.youtube.com/watch?v=8EMET5IC90s>

THE RACE TO ALASKA (also known as R2AK) is a race 750miles north to Alaska in any kind of boat without many rules. This Waterlust Film is one of many on Youtube but is probably one of



the better. If it is not enough to satisfy your armchair adventure spirit, there are more links to other clips in the side-panel and at the end.

Run-time 30 min

<http://victorianclassicdinghynetwork.org/>

Link to the VICTORIAN CLASSIC DINGY NETWORK showing photos of some oldies and not-so-old classic boats. Click on the photos for a slideshow of more boats and their details.

<http://rosslillistonewoodenboat.blogspot.com.au/2016/07/phoenix-iii-beachcruiser-and-daysailer.html>

Link to Ross Lillistone's website with a story about a Phoenix III in the Texas 200.

THE CRUISE OF THE CABIN BOY

Story & Photos: Ian Kirk

WBAQ members Ivan Scott, Bruce Morris and Ian Kirk departed from Macleay Island on Ivan's 10 metre Crowther catamaran *'Dakini'* for a cruise north on Monday 20th. June. Initially the trip was entitled *'Three men in a Boat'* but that somehow in the rampant camaraderie of three mates sailing up the coast morphed into 'the Cruise of The Cabin Boy', Bruce being given that title as it was his first foray into the big briny. Of course Ivan was known as 'Skipper' because, well, he owns the bloomin' boat. Ian was then designated 'First Mate' because he'd sailed the waters many a time before. Each day 'Skipper' would pass on the forecast of winds from the west but somehow northwest was the reality. Of course this on day one meant a nasty bash up to Mooloolaba because duh, the northwest channel runs--?



After recovering from this onslaught to the senses and some feelings of consternation for the green (at the gills too!) 'Cabinboy' the torn trampoline was pull-tied together and the hardy crew headed north for Wide Bay in yes, yet another northwester. At least it was light this time. This of course meant a mammoth 16 hour beat with *'Dakini'* crossing the bar at dawn. This momentous occasion was promptly celebrated with a belated curry dinner beautifully cooked by the 'Cabin Boy's' wife Debbie. Naturally this was washed down by celebratory glasses of Merlot at 6.30 am. After a big rest *'Dakini'* headed north into the Sandy Straits where Gary's anchorage and later lunch at Kingfisher Resort were enjoyed by the 'Three Men in the boat'.

Then it was off to Urangan to buy a new house battery, repair the trampoline, carry out voting duties and enjoy hot showers and fine food cooked by others. From there the good ship headed to Wathumba hoping to see whales but alas she was a few weeks early for the season. While safely anchored inside the creek a nasty north-wester came in creating surf on the beach. This then shifted to the south west allowing somewhat easier conditions to depart, this being done at 2 am. The sail to Burnett Heads in the dark in a very confused sea and a breeze of 15 knots plus was not the most pleasant having the 'Cabin Boy' concerned for his safety. The rampant camaraderie and hilarious laughter was surprisingly subdued until sunup when as usual, all seems better.

A day with yachtie friends of the 'First Mate' at Burnett Heads included wonderful hot showers, a delightful lunch and transport to and from the shops. Even the clothes washing was done for us!

Then a 10-12 kn SSW breeze had us comfortably sailing north to 1770 with the 'Cabin Boy' on the wheel looking very happy and declaring "I'm back!" A delightful sojourn was had at this anchorage with all the crew finding it hard to leave the bar where great cold beers were served by a friendly North American backpacker, Jasmine.

Once again we were heading north the very short distance to the excellent anchorage of



Pancake Creek. Here the 'Skipper' and the 'First Mate' were to have a sensational time while the poor 'Cabin Boy' was contained to the boat with a sore foot. To keep it brief the lucky two walked to the Bustard Head lighthouse, chatted to Stuart Buchanan (yachtie and author of the excellent 'The Lighthouse Keepers' and 'Lighthouse of Tragedy') and who was known to Ian. From there they walked to Jennie Lind Creek in time to see the amphibious LARC cross it. This was followed by a stroll to Aircraft Beach where a plane promptly landed and the two sailors were invited for a free joy ride including two beach landings and a scary fake dud engine take-off provided at no charge by the cheeky pilot.



On arriving back at 'Dakini' there was some difficulty convincing the 'Cabin Boy' that Ivan and Ian had now morphed into 'two men in a plane,' that being the Cessna that had just buzzed 'Dakini' stirring an enraged Bruce from his slumbers. From there it was off to Cape Capricorn where 'Dakini' anchored under the protection of the headland where the railway runs up to the buildings. Yellow Patch was explored by dinghy from here with all attempts to keep the 'Cabin Boy's' sore foot dry failing miserably.

Then followed a run up to Great Keppell Island where glorious beaches, walks, wonderful steaks and more cold beers this time served by 'Cornwall Lass' were enjoyed for a few days.



Departure for home was fast approaching for the 'First Mate' and the 'Cabin Boy' and once again at cocktail hour the talk was about "Why do so many of the boats anchored near

us leave?" "Is it all the loud laughter from 'Dakini' or are we a bit smelly?"

Well finally it was off to Rosslyn Bay for the crew to embark on the long train trip home. As we limped into harbour with an obviously ailing motor little did we realise that the 'Skipper' would be here for the next two weeks waiting for the really dead motor to be replaced. One thing we all knew was that the 'Cabin Boy' was now a blue water sailor who had just had possibly the adventure of a lifetime.

So all of this great fun was enjoyed on a grp boat-well the friendships that made this crew so compatible and the cruise so outrageously wonderful were formed sailing simple wooden boats together and with other great folk from the Wooden Boat Association. *Postscript.* Ivan is at the time of writing, cruising the area from Shoalwater Bay to Mackay and his last communication was sent from the homestead at the top of Percy Island, the mecca of all yachties.

REPORTS

FLINDERS DAY
17th July 2016

Phil Brown

Flinders Day is held annually on Coochiemudlo Island. Due to the weather leading up to the Sunday and some poor forecasts, only two boats launched from Victoria Point - "Roley II" and "Playstation Too". The day was better than expected weather-wise, so we headed toward the Island. The marching band was heard, as was the siren of the Volunteer Fire unit. Apart from a jet ski, a couple of 'tinnies' and the ferry, we were the only other vessels moving on the water. We sailed along Main Beach, around to Norfolk Beach, (although I had been told Main beach was to be the venue this year).

By now it was 10.30am and the beaches seemed deserted. The weather held and actually improved, so the decision was made



by the expedition to circumnavigate the island. On rounding the Western side of 'Coochie', heading to the boat ramp, wind and tide dictated pulling boats out. John and Anne Tennock, and Elaine and Phil Brown enjoyed their day, or half-day on the water. With a very low midday tide, it was not the best for leaving boats unattended on Main Beach, so we missed the activities. Oh well there is always next year. (We hope)

CURRAGEE CAMP WEEK 1-5th August

Darrell Spiers

Attendees: Paul McShea in EVE; Peter in canoe; Rick O'Donnell; Darrell & Ron in Snapper boat; Phil Brown in Playstation II; Bruce Wollstein in dory; John & Ann Tennock and Jim Ingliss in Girt by Sea.

The event was troubled by the weather- no wind for the first part and too much in the last with up to 70-80 kph winds.

However, the camping spot on Straddie was great with its own lagoon and good facilities. Cruising was good with a range from Tipplers to Wave Break Is. A high-light was lunch at Tipplers admiring the vessel "South Pacific".

BRITISH SEAGULL – A BRIEF HISTORY

(Condensed / adapted from an article by Keith Muscott in Dingy Cruising Magazine - of the UK Dingy Cruising Association Autumn 2011)

"Unlike some modern outboards, The Seagull was designed as a marine unit from the start, despite it being manufactured by John Marston Ltd, who were best known for their Sunbeam motorcycles. Full production of the Marston Seagull began in 1931. These first engines were more complex than the later models, having innovative water-cooled exhausts and reverse gears and ranged up to 10 hp in the "super- high power" model that had twin cylinders. However the single cylinder models were very similar in appearance to the later ones and were available as standard or long-shaft from the beginning.

John Way-Hope ex Evinrude and Bill Pinnigar acquired the patents and set up the Bristol

Motor Boat Company and by 1938 they had simplified the design and the name was changed to British Seagull with the advertising legend of **"The Best Outboard Motor in the World"** – later changed to **"...For the World"**. The model range consisted of just one - the 102 3 ½ -4 hp with the choice of fixed or clutch drive / long or short shaft. Way-Hope dismissed the need for reverse as a "cissy refinement" arguing that if you could handle a boat then you could handle the motor.

The old joke (and still is) that **"Seagulls never run but they are easy to repair!"** However, when the Admiralty wanted a tough version of the engine during the war for light assault craft, the motor needed little improvement because of the company's decision to over-engineered the unit and use the best grade materials from the start. The Handbook states *"We do NOT recommend gentle running in. The bearings are so large that under light loads there is insufficient pressure and friction to polish the internal surfaces... to obtain first class performance ...after 50 hours running"*

The Navy wanted an engine that would run non-stop for 24 hours –No problem! The Navy contract established the Company financially and the 40 MINUS (later renamed THE FEATHERWEIGHT) in 1949; the 40 PLUS in 1952; the CENTURY and the CENTURY PLUS in 1955-56.

The mid-sixties marked the peak in the Company's fortunes when the workforce numbered over 200 with everything except carburettors and gears being made on site. The company started to wane in the 1970's. The founders were dead and the market was flooded with cheap reliable Japanese imports. The Seagull image was now "old-hat" and it was once described at an American boat show as a "strip-teased outboard".

The motor's reliability is legendary with stories of motors being found in damp places and starting on the first pull. Its measure is that motors are still running 50 to 60 years later whereas most of the competition is not. In 1982, the Company slimmed down its workforce and introduced the radically different 7hp "170" with the engine cover. Despite these efforts, it was in receivership by



1984 and was taken over by Blakes – makers of marine toilets. For a while sales improved and the QB series, had improved performance with cross-scavenged powerheads and better noise suppression. They were also more economical. These were the *CURLEW* @ 4hp; The *OSSPREY* @ 5hp; and the *KINGFISHER* @ 6hp.

Unfortunately, production ceased in 1996 when Chillington Marine took over the Company supplying spare parts. In 1999 they handed over the Seagull name to Sheridan Marine on the River Thames.

The end of an era perhaps but there is no modern motor that delivers power in the same way as the Seagull that best suits dingy cruisers and non-planing hulls. The Featherweight and the 40 Plus essentially share the same powerhead but the Plus has a 3:1 heavy duty gearbox and a 9 inch (230mm) propeller. This allows the Plus to drive much heavier hulls at a fair speed. The Company always measured the power of their motors at the prop, rather than the HP of the engine. This makes these motors unique – apart from their quaint looks.

Their “quaint looks” are best displayed on traditional-looking boats where a sleek modern “Yammie” outboard look a little out of place.

The Seagull motors always attract attention for their characteristic and now out of fashion looks. It can also be said that they also attract attention for their distinctive noise and accompanying smoke cloud!

The proof of the design is in the number still running and they will continue to do so and be repaired as the production of 2 stroke motors has been banned in the UK/ Europe since 2007. They could have a long life as spares are still available.

Long live the Seagull- keep on smokin'!!



The 102 circa 1950's

Editor's Note: *The Seagull attracts some humorous derision at times due to their “industrial” looks and the amount of noise and smoke they produce. However, there is never any malice implied – just a little mirth, often obscuring silent admiration. Seagulls do have serious followers (read ‘enthusiasts’) and those followers are serious! Following issue of the last Log, I received the following email and a subsequent one that included: “The problem with so-called ‘humorous articles’ is that it is too easy to take them out of context” and “I’d appreciate a pre-release look at the article, so that in the event any errors of fact have slipped in, you would have the opportunity to correct them”. The “History of the Seagull” article above comes from a reliable source and is reproduced for general interest more-or-less verbatim. It would be wrong to alter such an article. As they say.. “Life is too important to be taken seriously”. IP.*

IN DEFENCE OF SEAGULLS

Mark Walker, Australian British Seagull Owners Association

“One of your members forwarded the July LOG to me as it mentioned British Seagulls. As convenor of The Australian British Seagull Owners Group I feel duty bound to respond. As pointed out in the article, British Seagull itself warned that those with poor temperament or lack of mechanical ability should probably not own a Seagull. The manual also points out that if a Seagull doesn't start after four pulls on the cord, you've done something wrong. Usually this is something as simple as having forgotten to change the fuel for a fresh 10:1 mix - Seagull's are very fussy about the freshness of their fuel - or you've forgotten to open the air breather on the tank cap, or not flooded the carbie before attempting to start it, or forgotten to wind on a bit of throttle, or not checked the spark plug gap, or buried the motor too deep while leaning on the transom thus creating too much back-pressure. Any combination of the above can lead to your Seagull having a hissy fit and refusing to start. They are not difficult to start, just particular about their pre-operational conditions.



Once started, they pretty much only require a gentle hand on the throttle (their cooling system was always marginal, even when new) and frequent application of more fresh fuel to keep them going (they are somewhat thirsty - around 2L per hour).

But in a recent trip down the entire length of the River Murray - all 1800km of it - one of the Seagulls on our member's trip used the same plug, unchanged, and only required occasional cleaning of the carb jets and regularly applications of gearbox oil. You'd struggle to do better with a modern 4-stroke "Yamondazuki"!

Sure, Seagulls are something of an acquired taste - you need to be prepared to travel no faster than around 6kts - but the suggestion that Seagull owners have one arm longer than the other, or perpetually shuffle due to oily feet or shoes, is something of an urban myth. They can leak oil, but it's usually into the water, not on your feet, but given that our Murray River Seagulls used only a cupful of gearbox oil per day, covering around 70-80km, this is pretty well spread out, and is pre-emulsified prior to leakage!

Many non-Seagull owners fail to realise that Seagull gearboxes run in an emulsion of oil and water, not on straight oil, and have always been designed to do so. This is not a flaw. The emulsified oil remains in the box whereas normal oil leaks out as though through a sieve. It helps that they use EP140 weight gear oil!

Most of the Seagull Group's members also own wooden boats and are often out and about in them.

So if you are sailing a wooden boat, or looking for an occasional auxiliary for an inboard motorboat, don't be so quick to write off the humble Seagull. *Properly* looked after (emphasis required) they can be as reliable as any modern 3-5HP, and easier to start than many of those, normally starting after only one or two pulls after a long lay-up. Provided, that is, you've drained the tank, given it fresh fuel, checked the plug and properly primed the carburettor.

Anyone who owns or would consider owning a British Seagull is welcome to join the Seagull

owners email list (no fees required) by sending an email to me at

ozseagullgroup@gmail.com

We hold at least one Interstate Gathering each year - at Goolwa in 2015, Nelligen NSW in 2016, and Port Macquarie NSW in March 2017, to which anyone even vaguely interested in Seagulls is welcome. We hold a run or two on-water and numerous off-water activities, and most of the fellows are accompanied by their better halves, so it's not an 'all blokes' affair by any stretch.

Cheers

Mark Walker of Kempsey NSW

[15-ft plywood Lazy-E; 14-ft 'glass International-420; 8-ft plywood Sabot; 24-ft ply/glass trimaran]"

NAUTICAL TERMS IN CURRENT USE

Slush Fund -

A slushy slurry of fat was obtained by boiling or scraping the empty salted meat storage barrels. This stuff called "slush" was often sold ashore by the ship's cook for the benefit of himself or the crew. The money so derived became known as a slush fund.

Today, the slush fund is a pool of money that can be distributed – usually unethically – for dubious causes. It is mostly associated with unions and political parties.

WHAT HAPPENED AT THE LAST MEETING

Paul McShea gave us an illustrated talk on the building of his Ross Lillistone designed "First Mate" called "EVE". The project started in winter last year and *Eve* was launched in Jan 2016. The result was a mighty fine boat.

Hint: For cutting Ply use jigsaw blade VT101AC available from Trade Tools (and others) for a cleaner cut.

SHOW TELL & ASK

Visit www.thesimplesailor.com

Roger Taylor writes about ocean sailing in small boats



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: Darrell Spiers 3298 5394 Phil Brown: 3820 8082

| MONTH | MESSABOUT | EVENTS |
|--------------------------|---|---|
| AUGUST | <ul style="list-style-type: none"> ➤ 19th to 21st Caloundra week-end Host Ron Prescott 0432 181 174 ➤ 27th Paddle Day at Lake Kurwongbah Mick Hanfling Park off Torrens Rd. UBD Map 88 E14 Host Darrell Spiers 3298 5394 | <ul style="list-style-type: none"> ➤ 19-21st BIA Brisbane Boat Show – Convention Building (information only) |
| SEPTEMBER | <ul style="list-style-type: none"> ➤ 4th to 9th Yamba week. Host Darrell Spiers 3298 5394 ➤ 17th Big Boat Cruise ex Manly. Crew a big boat for a day! Host: Ian Mortleman 0413 457 656 Bookings essential! ➤ 25th Sandstone Pt Hotel (near Bribie) Boats on display @ Wheels by the Water Event Host Ian Primrose 3263 3382 0491 120 888 | <ul style="list-style-type: none"> ➤ |
| OCTOBER | <ul style="list-style-type: none"> ➤ 4th to 9th Wivenhoe Camp Week ➤ 15th to 22nd Southern Morton Bay Cruise week ex Rudi Maas. Host Jim Jones 3206 4288 0408 443 291 ➤ 31st Oct – 4th Nov Lake Cootharaba Camp Week – Host Paul McShea 5438 7776 0439 584 963 | <ul style="list-style-type: none"> ➤ 14th to 16th Tweed Classic Regatta ➤ 9th October Boaties Market @ Victoria Pt State School, Colburn Ave 6am -12 noon ➤ October 23rd Davistown Putt Putt Regatta ➤ 29th Noosa Classic Regatta |
| NOVEMBER | <ul style="list-style-type: none"> ➤ 19th Manly or Raby Bay to Horseshoe Bay (Suitable for big boats) Host Jim Jones 3206 4288 0408 443 291 ➤ 26th Paddle Day Enoggera Dam (Brisbane Forest Park) | <ul style="list-style-type: none"> ➤ 5th Nov Pt Talburpin Sailors' Fun Day |
| DECEMBER | <ul style="list-style-type: none"> ➤ 3rd Family Picnic Day and try out another boat – Bells Beach Clontarf UBD Map 91 H17 | |
| JANUARY 2017 | <ul style="list-style-type: none"> ➤ 10th Possible WBAQ Meeting ➤ 18th (Wednesday) Family Day(for Grandparents & kids?) at Powerboat ramp, Caloundra. Also opportunity to try other boats Host Paul McShea 5438 7776 0439 584 963 ➤ 28th Messabout Planning Meeting | |
| FEBRUARY 2017 | <ul style="list-style-type: none"> ➤ 25th Capsize Practice at Wivenhoe Dam | <ul style="list-style-type: none"> ➤ 10th-13th Australian Wooden Boat Festival, Hobart Tas |
| MARCH 2017 | <ul style="list-style-type: none"> ➤ Brisbane River Sail, Row, Motor ex Riverside Dr West End UBD Map 21 Q4 | |



COMING EVENT DETAILS

Mark your calendar now

19-21st AUGUST CALOUNDRA WEEKEND. **FRIDAY 6pm**-Meet & Greet at the Powerboat Club.
SATURDAY 9am Briefing for sailing according to wind and tide **6pm Dinner at Pelican Waters Tavern.**
SUNDAY 9.30 Briefing at beach nr Powerboat Club. Options include: Paddle, Bells Creek, Russell Lanigan trophy event, Sail to Lighthouse Reach, Sail to Blue Hole – to Bar – Return along Golden Beach.
 Activities to be confirmed at briefings- Host Ron Prescott **0432 181 174**

27th AUGUST Paddle Day at Lake Kurwongbah Mick Hanfling Park off Torrens Rd or Beeville Rd, Petrie UBD Map 88 E14 Nice picnic area and a nice little lake to explore. Suitable for family picnic. It's a short carry to the water- no trailer access. Host Darrell Spiers 3298 5394

4-9th SEPTEMBER YAMBA WEEK A week boating on the beautiful waters of the McLeay River. Book your accommodation urgently! **Host Darrell Spiers** 3298 5394

17th September BIG BOAT DAY Sail from Manly on the Bay on 3 yachts and one Bay Cruiser. BYO lunch Limited spaces – **Bookings essential** Contact Ian Mortleman 0413 457 656 isabella8@yahoo.com.au

25th SEPTEMBER BOATS ON DISPLAY at Sandstone Point Hotel pontoon during *The Wheels by the Water Event*. 9 am Launch Spinnaker Sound or Sylvan Beach. Boats with tall masts can launch at Welsbey Pde nr Fifth Ave. Travel to pontoon at Sandstone Hotel jetty by 10 am Boats on display. Fish & chip lunch; Sail-past 2pm then sailing off Bongaree. Vintage & veteran cars on display. Kid's activities. Over 1000 people expected to attend. Host Ian Primrose 3263 3381 mob 0491 120 888

AUSTRALIAN WOODEN BOAT FESTIVAL 10-13 February 2017 Hobart – You should think about booking accommodation URGENTLY! Social Dinner to be held on the Saturday Night at the Ball & Chain Restaurant at Salamanca Place.

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 & Motor 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 or email

brownhouse@ozemail.com.au

WBAQ MERCHANDISE Identify your boat or yourself with WBAQ signage. Metal Plaques \$10; Cloth Badges \$8 Stick-on labels 50cents. See Ed Elcock.

NEW LISTING 15ft FIBREGLASS SURF SKI Hayden Brand. Paddle included. Worth heaps – just \$50 to clear. Good balance needed to operate it! Contact Kim Pollock 3876 1176



FOR SALE – “TOM THUMP” NEW LISTING!

Reluctantly selling my 3.6 m gaff rigged ply clinker sailing dinghy to move interstate. "Tom Thump" was designed and built in 2003 by well-known Wooden Boat Association member Jim Inglis. The boat sails well for one or two person crew and can be rowed or used with a small outboard. Details: Hull 3.6 long x 1.3 m beam, ply clinker construction with copper nails and roving Mast 3.7 m and gaff 3.5 m, Manders sail 6 sq m. The boat can be car topped, weighing only 65 kg, and included are trailer, life jackets, anchor, beach landing trolley and outboard motor bracket. Price \$3500 (neg) for a unique boat, located Noosa. Contact Jeremy Skinner on 0419 743 002.



NEW LISTING FOR SALE Joel White designed 15ft Marsh Cat part finished. Hull made strip plank WRC epoxied and ready to turn over. Canadian clear Douglas Fir 19ft mast and boom, barn door rudder, 8 blocks made ready to assemble, laminated deck beams. \$250 bronze screws, transom of solid New Guinea Rosewood. Over \$3000 spent. Price \$1400 Kevin Arrowsmith 1 Arthur St Kingaroy Ph 07 41628139



NEW LISTING PUTT-PUTT DINGY – Lapstrake dingy fixer-upper with Simplex motor and all the gear. Negotiable price. Contact Jim Reddiex 726 Clear Mt Rd, Clear Mountain 0419 104 548



Boatcraft Pacific

(Advertisement)

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