



THE WOODEN BOAT
ASSOCIATION OF QUEENSLAND inc
Celebrating the diversity and enjoyment of Wooden Boats

THE LOG

Wooden Boat Association of Queensland Inc
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OCTOBER 2016

The luckiest man is the one who has a wife and an outboard motor that both work.

Anon.



BIG BOAT DAY - Ian Mortleman's "Atria" and Trevor Green's "Nimmitabel"

Story Inside - Photos by Ed Elcock



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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

Let's make a start.

When building a boat there are options. Firstly, you can start with an old "in need of repair" that, for any number of reasons, has got beyond the previous owners. Secondly, there are the uncompleted ones. There is the "it was a good idea at the time" project that started off with a rush, but because of circumstances has run out of steam. In this section I would also embrace projects that fall by the wayside owing to ill health. There is one of these on our web site now. Another option is the boat in the store at the Queensland Maritime Museum. It's a great boat worthy of a look. Submit a price to the CEO of the QMMA. If I didn't have a project on the go, I would be in there like a flash. It's 90% complete and could be picked up for the price of the materials. The third option is "start from scratch". There are hundreds of plans and types of construction available on the internet - stitch and glue, plank on frame, strip plank, and lap strake to name a few. Talk to some members who have built from scratch. Have a look at what they have built and learn from their experience. You will find them most willing to help.

I personally, am very comfortable with options one and two. I can put my own ideas into it to make it mine. This is something we all do to establish ownership of our venture, and this is a good thing.

I came across a YouTube site "building Jane" <https://www.youtube.com/watch?v=RxRxYcDVcZ4>

Here is a chap who looks around his shed and sees a lot of lumber (yes, he's American) and a number of tools lying idle and ends up building a boat. It's worth a look. It's not furniture quality, some would say that it looks a little rough, but it's a boat and he had fun and a sense of achievement building it. Good on him, I say.

If you are thinking of starting a build, then follow the principle to get all projects started, GOYA (get off your arse). Give it a go and have fun.

Have fun and stay safe, JON

PRESENTATION OF THE RUSSELL LANIGAN AWARD



Jon presented the Russell Lanigan Award to Rick O'Donnell at Caloundra following his win at the Caloundra Regatta. A rent-a-crowd was wrangled to give applause at the appropriate moment.

UNDER CONSTRUCTION

This segment is provided for members to liaise with builders of boats they may be interested in building
3 new canoes started!

That makes 6 canoes on the go!

NEW Ron Prescott is building an Oughtred "Wee Rob"

NEW Geoff Williams is building an Oughtred "McGregor" canoe – the 13'7" version

NEW Ian Primrose is building a Selway Fisher "Dart 14" Kayak with & for his grand-daughter.

NEW Peter Jensen is building an Oughtred 'Puffin' Stem laminated, mast being glued up, centre board to be shaped on 19 Nov. at an open workshop day.

Jon Elcock renoing an 18' Cecily Bowden Cruiserette outside complete - now let's have look at the wiring.

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

Geoff Taylor is building a 16' Eureka Canoe

Rohan Watt is finishing the outer hull of a Northumberland Cobble. You can view a time lapse of his work at:

https://www.youtube.com/watch?v=JM0ZDE_smM

Dave Micklethwaite is building a Paul Gartside fantail launch, 18 feet OAL.



Now glassed. The sanding and filling continues.

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

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**

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

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

Skirmish had a large genoa up and sailing beautifully around 5 to 6 knots made for some great under sail shots.

Horseshoe bay was its normal self with around 40 boats anchored up including a few of the classic Moreton bay motor boats.

Atria and *Skirmish* anchored for relaxing lunch to be joined by *Nimmitabel* who cruised by preferring to sail on to return to Manly.

Here we all parted company *Atria* circumnavigating Peel Island and motoring across the Bay in a light Moreton Bay chop arriving comfortable back in Manly Harbour around 3 pm. Seven WBAQ member's enjoyed the day out and Ron set the bar high on *Atria* by bringing Custard tarts and Chocolate Eclairs.

WEBWATCH
Go boating without getting wet!

https://www.youtube.com/results?search_query=Hands+Shannon+One+Design

A series of 3 x 10 min films made for television 1977-80 on the building of the Shannon One Design. All hand tools and all traditional.



BOATS ON DISPLAY
SANDSTONE POINT TAVERN
25th SEPTEMBER
Ian Primrose

REPORTS

BIG BOAT DAY
17th SEPTEMBER
Ian Mortleman (Photos Ron Prescott)



A fine and sunny day with light to moderate north easterly weather greeted *Atria*, *Skirmish* and *Nimmitabel* leaving for Horseshoe Bay on the southern side Peel Island.

Glorious day for sailing with *Skirmish* out of Raby Bay meeting up with *Atria* from Manly offered up a great photo opportunity.

Or **THE IANS' DAY OUT**. Two Ians turned out for the vintage car day at the Sandstone Point Tavern. The weather started out showery but cleared after launching, to produce glassy conditions. So we motored down to South Point at Bongaree before taking station on the Tavern's great pontoon. *Tiki* and *Latitude 27S* looked a bit insignificant as the pontoon would hold 15 boats or more. I hate to admit it but it would have looked better with some boats with sails. We checked out the car display and then had a nice lunch of fish, chips and oysters. There were 200 cars on display-cars that I grew up with and drove that are now classified as "Vintage"! What does that



make me! I would have to say that boating interest was minimal amongst the rev-heads. With 200 cars and 2 boats, the retort I got at home was *"That's just 1% boats!"*



WIVENHOE CAMP WEEK
4-9th October
Story & photo -Jim Jones



The Camp was scheduled for Tuesday 4th - Sunday 9th October. A total of 10 boats of all shapes and sizes participated in the event. The group virtually had the whole of the camping ground to itself until an influx of campers arrived on Friday night and Saturday morning only to leave Sunday morning. The forecast was for fine and sunny conditions for the week. However the wind varied from gusty 15-18 kts on Wednesday and Saturday afternoon to periods of completely calm conditions during the week. As there was no organised schedule, we enjoyed sailing, paddling, fishing or relaxing on shore at our leisure.

With the dam at 79%, there is no longer a nice grassy area from which to launch or board our boats. This drop in level also decreases the depth in large areas of the lake, especially along the inside bends of the old river bed. Along the Southern shore between Lumley Hill and the new stop-off point at McGraths Bay, the depth can be as shallow as a metre when a hundred metre off shore.

Our Caloundra contingent were off early each morning to catch the early breeze and the

fish. I believe they had fresh fish for a couple dinners.

On Thursday Phil and I sailed to McGraths Bay for lunch. SEQwater have provided a stop-off point in a large fenced area at McGraths Bay on the southern shore opposite Hays Landing. A toilet, table and seats and a wheelie bin have been provided. It would make an ideal stop if you were in strong winds from the East through South to West as the site is located on the Northern tip of a peninsular.

We decided to try for Hamon Cove on Friday. After three hours of light winds and the consumption of some BTUs and Amps, we arrived at Hamon Cove ramp. The trip back to Captain Logan was a lot faster with the breeze doing its part.

Saturday morning promised a good day's sailing and we set out for the Caves but with a dying wind and eventually becoming becalmed, we headed back to Captain Logan. We de-rigged later in the afternoon after a blustery South-westerly wind change set in. Thanks to all who ventured to Wivenhoe and to Geoff and Ron for hosting Tuesday evening.

DOWN THE UPPER CLARENCE
3-7 October

Ian Primrose

Lex & Ian's Great Adventure....100km
Copmanhurst to Harwood NSW

Monday was a travel day and we set out early to meet up at Sleepy Hollow rest area which is just over the border. Of course we lost that precious hour as we went into NSW. We turned off just after Ballina and went via Lismore and Casino and then down the Summerland Highway a distance of 400km. There was light rain on the way but with the promise of a good week of weather.

Our destination was **Copmanhurst**, a quiet little village with a pub, general store and police station. We stopped at the pub and paid our camping fee of \$5 per head and went down to the riverside campsite. Tents were struck then it was back to the pub for a feed. Being school holidays, there were a few campers, mainly canoeists. One group had



come from Lillydale – a 5 ½ hour trip. This was upriver from us and over rapids – well, fast-running gravel races- no big drops, they said. This campsite is most beautiful, grassed areas with a view of sandstone cliffs. There are toilets provided but no showers but the river water is fresh (more-or-less) and suitable for bathing.



A storm came through at night with strong gusty winds but little rain and we awoke on **Tuesday** to a beautiful morning with mist hovering over the river and glistening in the sun.

Various people started to arrive with their boats which were launched, loaded and assembled.

The starters for the trip were John Hayes (the organiser) in a plastic folding boat; Peter in an electric-powered launch called "Snug"; Jim in an 8' one-sheet self-designed dingy, powered by a Seagull; Lex was in "Nania" and I was in "Latitude 27S". At 10 am we all sent off with great anticipation.

The river is quite beautiful, contained by huge sandstone cliffs. The sun was out and all was good.

At 3 kms down we encountered rapids! Copmanhurst was supposed to be the limit of the navigable river and the end of rapids. We had to dismount and manhandle the boats through the races. Lex went down backwards! Surprisingly, there is about a 1m tide drop in the river here and the tide was running out. We saw a lot of cows!



At lunchtime, we met up with John and Gary & dog in a 14' lug-sail dingy, who had

motor/sailed up from our first-day destination to join us. At 13:45 hrs and at 24 km distance, we went under Rogan's Crossing Bridge which has a clearance of only 2.4m. The river had widened out and we arrived at the Big River Holiday and Ski Park – a distance covered of 32km and a runtime of 4hr 25min.

The Ski Park has a pontoon that would hold 3 boats and has good facilities but you have to cart all your gear up a steep bank to the campsite- that means multiple trips. Although we were surrounded by huge stink-boats of the V8, wave-boarding type, we were not intimidated as they were all at rest!

I had some engine trouble on the way from Rogan's Crossing and Lex towed me. I had been idling waiting for the slower boats and this had oiled up the sump. Some fast revs eventually cleared this oil and all was well.

Wednesday - We had a run-out tide for a while and managed to run at 10 kmph over ground and 11 kms further on we arrived at the 16 hectare Susan Island which is covered in lush tropical flora, for smoko.



There is a good ramp and landing at the Grafton Rowing Club Next to the Robinson Hotel with access to shops and bakery. We had travelled 44km. At 11:30 we crossed under the Grafton Bridge and went on to Elizabeth Island for lunch but having no suitable landings, it was a nudge into the reeds and eat on board affair. (Distance 51 km runtime 6hrs 29min). Under the southern end of the Grafton Bridge is the wreck of the **SS Induna** that was famous for carrying Winston Churchill from South Africa to England during the Boer war before being converted to carry railway carriages across the river in 1925. See <http://www.afloat.com.au/afloatmagazine/2010/may-2010/Induna#.V lrdlf rIU> Unfortunately, we missed it!



After Elizabeth Island, the river widens out and we pulled in at the very good pontoon at Ulmarra. Ulmarra established as a river port in 1857, is a historic town now classified by the National Trust but it seems to be in decline commercially with a lot of businesses for sale or closing. We had a nice coffee and left at 14:30. The nearby highway will eventually be diverted away from the town and that may bring change for the better (or bring its final demise).

Next stop was Brushgrove on Woodford Island, which is the largest inland island in the southern hemisphere with an area of 37 sq km. It was one of the first places settled in the area. With good access via the river, the main industries were red cedar logging, sugar and other agriculture products. Woodford Island in 1900 supported 8 shops, 3 blacksmiths, a saddler, 3 churches, post office, baker, butchers shop and a bank. Not so today. Here you can take two different river routes – via the North Arm or via the South Arm. We were to take the southern arm as it is narrower and said to be more picturesque. Fortunately the Brushgrove Hotel (built 1868) is located on the Clarence's South Arm. The publican, Dean allowed us to camp on his riverside lawn and we were able to get 3 boats on his pontoon. There is a large public pontoon on the other side of the river that could be used in need. We had a great steak dinner at the pub. However, with the Pacific Highway just across the river, the traffic noise was terrible and not much sleep was to be had! (Distance 69km Runtime 9 hrs – Day total 37 km / 4hrs 45min). We awoke to a misty morning with a glassy river.



The leading boat opened the water with its wake like a zipper. We had three boats in convoy as Peter in his electric boat had

departed earlier to catch the tide. John & Gary drove to Harwood intending to sail up to meet us. This part of the river is most beautiful with large stands of bamboo wafting feather-like in the breeze. However, the river met the Highway further on and it became hard to ignore the traffic alongside.



At 13:30 hrs we went under the bridge at McLean and moored at their excellent pontoon. (93.5km Runtime 12hr 4min). The tide was racing in at McLean and it was only possible to get up to about 6 kmh for most of the way. Two long straights brought us to the Harwood Bridge and on to the Big River Sailing Club where we arrived at 14:15 hrs.

Total distance for whole journey 101.7 km with a runtime of 13 ¼ hours.

John and Jan then took us back the 85km to Copmanhurst to collect our cars- much of this journey followed the river-route, we had just come. 13 hours by boat- 1 hour by car!

We ate at the Harwood Pub that night (referred to locally as the Harwood Hilton) – an excellent meal and we camped at the Sailing Club. It was up the Highway on **Friday** to home and we gained back that borrowed hour. It was a great trip with good company. Thanks to John of the BRSC. That's one off the bucket list!

NAUTICAL TERMS IN CURRENT USE

Rummage Sale -

Nothing to do with booze! From the French "*arrimage*" meaning ship's cargo. Damaged cargo was sold at a **rummage sale**. Today a rummage sale is generally associated with



school and church fetes where second-hand goods are sold at "bargain" prices. We tend to use the term "garage sale" more these days.

SHOW, TELL & ASK

THE WHAT-NOT BOX - Ian Primrose

Where do you put all those little things such as V-sheet, sunscreen, binos, snacks etc?



The what-not box is like having an extra pocket in your boat. It just hangs over the gunwale. But if you're a sailor you had better secure it on in some way.

TOOL FOR GETTING A FAIR LINE - Ian Primrose

When you have to draw a fair line (e.g when lining planks) use **square electrical conduit** (Bunnings electrical section). It has a base and a cap so it holds the shape as well as providing a good straight edge to draw against. It comes in various sizes but I find the 16mm square (length is 4m) one works well.

NAUTICAL SPEAK

- Lay for'd to the sail locker. Search among the #2 drifter, mule, blade, jenny, blooper, jenniker, and spinny stay'sl. Bend on the best choice for a close reach.

Translation – "Choose a Jib & get it out"

- Standby to come about. Belay that! Standby to gybe. Ease the mainsheet. Cast off the preventer. Put the helm up. Mind yer helm, and prepare to meet 'er. Cast off at the pin rail. Scandalize the mizzen!

Translation: "Duck! – yes, YOU – DUCK!"

- Strike below, and break out sufficient stores for mid rats. Roust out the jack o'the dust, and have him put a high shine to Charlie Noble. Draw yer ration from the scuttlebutt. Then secure the messdeck until clampdown.

Translation: "It's time for smoko!"

- Make all preparations for entering port. Point and veer two fathoms of warp from the port hawse. Heave 'round lively, now. Belay and make fast to the horned cleat. Flake and coil down; a round turn to the bollard.

Translation: "Tie the boat up!"

- Mark her bearing drift. Calculate a course to compensate, one to correct. She's making way, standing into constant bearing, decreasing range. Helm down. Let 'er luff.

Translation: "Oh Oh! We're gonna' hit!"

LETTERS

REPLY TO Captain Kirk of the good ship Pug. SUBJECT: Sailing with "Generosity of Spirit"

I would like to fully endorse Ian's comments in the September Log re the long-standing tradition in mess-abouts to keep an eye on other Skippers in case of problems, capsize, or even motor failures.

I broke a sheer pin once and although I carry spares it is easier to have a tow back and fix it at home.

As we have a range of boats attending mess-abouts from canoes, sailing dinghies, trailer-sailers and motor boats there is a big difference between boat speeds. I suggest each type of boat skippers keep a look out for others in that class. I have suggested in the past that each boat carry a "V" sheet with the advantages as follows:

1. It's easy to see from a distance
 2. Can be seen without interference from the noise of an engine
 3. Does not require batteries
 4. Does not have to be kept in a dry place
 5. It's light and small so it can even be carried in canoes
 6. Last but not least, they are CHEAP and one should be carried in each boat you have.
- Should we make it a condition of attending mess-abouts that a "V" sheet is carried?

Ron Prescott



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
OCTOBER	<ul style="list-style-type: none"> ➤ 15th to 22nd Southern Moreton Bay Cruise week ex Rudi Maas. Host Jim Jones 3206 4288 0408 443 291 ➤ 31st Oct – 4th Nov Lake Cootharaba Camp Week – Hosts Ian Kirk 34095886 tardisea@iinet.net.au Ivan 0417164553 scottig3@Gmail.com. 	<ul style="list-style-type: none"> ➤ 14th 15th & 16th October Tweed River Classic Boat Regatta- Info Bob Modystack 02 6672 5808 0417 714 456 ➤ October 23rd Davistown Putt Putt Regatta ➤ Peter Jensen is running workshop open days on the third Saturday in each month but not February 2017. Check with Peter Jensen to confirm time and place on 0423 377 951.
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 ➤ 5th November Noosa Classic Boat Regatta ➤ 15th Workshop Day – See panel below
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 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 	YES! We are holding a meeting in January
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 	

LEARN BOAT-BUILDING TECHNIQUES through group involvement..

Peter Jensen is running open workshops on Third Saturday each month (but not Feb 2017)

Check with Peter Jensen to confirm time and place on 0423 377 951. FREE!

24th Oct staves for a birdsmouth mast using a purpose made router bit and tapered.

19th November will be shaping a centre board using router guides by John Tennock.

**BOATCRAFT PACIFIC OFFERS WBAQ
MEMBERS 7.5% DISCOUNT
– See Advert Below**



COMING EVENT DETAILS

Mark your calendar now

15th to 22nd OCTOBER SOUTHERN MORETON BAY CRUISE WEEK ex Rudi Maas. RING JIM FOR DETAILS
Host Jim Jones 3206 4288 Mob 0408 443 291. Phone mobile between 5pm & 7pm to find day's location if you want to join in for part.

31st OCTOBER TO NOV 4th LAKE COOTHARABA Hosts Ian Kirk and Ivan Scott.

It is proposed that the camp week follows the usual relaxed format with the following inclusions.

Monday - set up, free sailing and an afternoon 'meet and greet' with your own nibbles and drinks at the caravan park shelter shed at 5pm.

Tuesday - the WBAQ's own 'Melbourne Cup' race to the entrance beacons for Kinaba. The only rules in place to be a reasonably proper start, compliance with the basic rules of the sea, sailing with 'a generosity of spirit' and much joy. The handicap is decided as all boats turn for home when the leading boat reaches the beacons. There will be prizes for the first three finishers and a lucky draw. As always in this style of event the choice whether to participate or not is up to the individual. This 'race' will not be overly long. Donations of items suitable for prizes would be gratefully received.

Wednesday - a possible visit up to Fig Tree campground and the Everglades including a picnic lunch at Kinaba for those who are interested.

Thursday - free sailing and dinner at the pub. Please advise Ian or Ivan if you're going to dinner. The hosts are also open to other suggestions.

As usual it is up to the individual to book their accommodation. If you require a powered site please book early to avoid disappointment. The hosts plan to arrive at Boreen Point on Sunday 30th. October. Contact details are Ian 34095886 tardisea@inet.net.au Ivan 0417164553 scottig3@Gmail.com.

5th NOVEMBER NOOSA WOODEN BOAT REGATTA Held in the Tewantin Marina – boats in static display in marina and on hard-stand but putt-putt rides being offered to public this year. At 1500 Hrs boats depart marina for a run down-river. Information & entry form – search "Noosa Classic boat Regatta"

AUSTRALIAN WOODEN BOAT FESTIVAL 10-13 February 2017 Hobart – 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

NEW LISTING For sale 'Hapuna Matata' a Michael Storer designed Goat Island Skiff (GIS) beautifully built using the best materials: Hoop pine, Gaboon marine ply, Paulownia and is extremely light at about 53kg. See the builder's video <https://www.youtube.com/watch?v=iE83jU1dkmQ>. and here to see this boat being sailed by the designer

<https://www.youtube.com/watch?v=QE25DQ410IQ> The mast and boom are hollow box section, sail is 105 sq ft balanced lug by Storm Bay Sails.

The trailer is registered and in good condition and the boat comes with a professionally made full boat cover. Located on Macleay Island in Moreton Bay, Brisbane which is accessible by fast ferry from Redland Bay. I can assist with transport to inspect the boat and with delivering it to the mainland.

Price \$4,500 Contact Ivan Scott 0417164553 or scottig3@gmail.com



NEW LISTING Free to good home! BUILDING JIG that I used for my latest project, it is 3.6m long and 300mm wide and flat to set up formers or frames and a suitable height for building a boat or canoe up to approx 4m long. Darrell Spiers 3298 5394





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. Cloth Badges \$8 Stick-on labels 50cents. See Ed Elcock. **Metal Plaques \$10; ON HOLD ! We have experienced some discolouration of the white on the plaques and we are currently negotiating with the supplier**

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” 3.6 m gaff rigged ply clinker sailing boat built in 2003 by well-known WBAQ member Jim Inglis. It 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 nailed Mast 3.7 m and gaff 3.5 m, Manders sail 6 sqm. Can be car topped, wt 65 kg, includes trailer, life jackets, anchor, beach trolley and outboard motor bracket. Price \$3500 (neg) for a unique boat, located Noosa. Contact Jeremy Skinner on 0419 743 002.



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



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



RESTORED CLASSIC 105 YEAR OLD 33 FT YACHT FOR SALE

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WHAT HAPPENED AT THE LAST MEETING Peter Jensen gave us an illustrated talk about his visit in June to the Boat Festival in BREST in the SW of France. It was not strictly wooden boats but there were 1050 “boats of interest” and 700,000 visitors. In addition, many of these visitors also came by boat. There were lots of tall ships. With a show this size, it dwarfs Hobart that has 600 boats and 100,000 visitors. Peter walked the show for 2 days but did not see it all. The Festival is held every 4 years, so if you put it on your bucket list, you will have to wait until 2020!

LARRY LOVEDAY AWARD NOMINATIONS. You will shortly receive a nomination form (by your preferred delivery method – email or snail mail) that also sets out the criteria for selection of the nominee for Larry Loveday Award. Vote by lodging your form at the November or December meeting.

GOING TO HOBART IN FEBRUARY? 1. We will be holding Dinner on Saturday Night at a Salamanca Pl restaurant – We need to know numbers.
2. We are compiling a contact list that will be circulated to those on the list so that you can make contact with other members attending. (Names, mobile number etc)
Send details to imprimrose@powerup.com.au