



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

THE LOG

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P O Box 210
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JUNE 2019

"Every man must believe in something. I believe I will go canoeing"
H.D. Thoreau



Sunrise at Elanda, Cootharaba Messabout

Story inside Photo by Ian Primrose

Wooden Boat Assn Qld Committee

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- **Messabout Co-ordinator**
Darrell Spiers 3298 5394
- **Community Liaison Officer** Ian Mortleman
0413 457 656 or 07 3390 6977
- **Merchandise** Leo Sines

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 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

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.

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
Phone 3263 3381 m 0491 120 888 Contributions to:
imprimrose@powerup.com.au

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

Jim Jones, President

A **Messabout Planning Meeting** is scheduled for **Saturday 15th June** at the Queensland Maritime Museum starting at 10am. Darrell and his small band of Members try to put together a Messabout Calendar to match the wide variety of boats in the Association and locations we have to choose from.

However, ideas from all Members as to where and when for a Messabout have always been sought and encouraged. By joining in Messabouts, not only do you get to use your boat, but there is the added benefit of meeting other Members, exchanging ideas and problem solving. Also there is safety in numbers and you get to see new places.

If you have a location that you think would be suitable for a Messabout, please let Darrell know or better still, come along to the Planning Meeting.

Once again the Association has been invited to have a display at the **Brisbane Boat Show** to be held over three days, **23rd, 24th & 25th August**.

Following the interest shown at the Maleny Wood Expo in May, we have submitted a proposal for a static display of members' boats and a demonstration stand for the building a BoatCraft Pacific "Joey." It is envisaged that the public demonstrations will take the form of several 30 minute sessions spread over the three days. This is a chance to come along to the Show for a couple of hours to demonstrate your skills in using cable ties and applying glass tape and epoxy to the joints. You may have to answer basic questions from the visiting public. It is not planned to do any fairing or painting at the Show.

However, the Show falls on the weekend of the Caloundra Messabout and that is locked in with accommodation already booked. Therefore we will be looking for boats for the static display from Members who would not be attending the Caloundra Messabout. Canoes, dinghies and trailer-sailers are ideal. A project that has been completed to the fairing or painting stage to show what is under the paint would also be very welcome.

I mentioned above about **safety in numbers**. I was disappointed when I heard the news yesterday morning of a 5.2-metre vessel sinking about 14km off

the coast of Caloundra at 1.30am. The sinking left two adults and a 6 year old boy in the water for six hours. But I was horrified when the news went on to say that they had clung to an esky and buckets for the time they were in the water. It is reported that the boat sank too quickly for any of the trio to put on life jackets.

In aviation, pilots say that a few things are useless. "*The altitude above you*" and "*the airspeed you don't have*" are two. For Boaties, I would add, "*a lifejacket in a locker*" is as useless as an ashtray on a motorbike!

JIM

UNDER CONSTRUCTION

This segment is provided for members to liaise with builders of boats that they themselves may be interested in building.

Reini Duelberg Navigator build Reini says: ' "

"It is now getting to look like a boat. All frames in, ready for stringers, all spars completed as is rudder and centre board. Hoping an August launch".

Dave Golik of Maryborough has been converting an open bridgedeck Wharram Pahi Polynesian catamaran into a bridgedeck catamaran. Finishing off the painting and then the fittings, mast etc.

LAUNCHINGS

Congratulations to:



BRAVO / ZULU

Naval Flags meaning "*Well Done*"

Zero-Nil-Zilch-None-Naught- Nix- Zip-Nothing that we know of...

WEBWATCH

Go boating without getting wet!

From Leo: MUST WATCH! How table saw kickback injuries occur, and how to STOP them!

<https://youtu.be/8f8VWwtaudU>

NEW MEMBERS

A hearty welcome to:

Matthew (Matt) Burgess, of Newport – Matt has purchased a 1938 original Chris Craft from the USA, which he plans to restore (see photo below). Matt found us via our website.



Roger Ryan, of Calamvale – Roger has a Hartley TS16.

Doug Fielding, of Biggera Waters – Doug has restored “Salty Dog” a 21 foot clinker boat; built “Luka” a 14 foot David Payne designed sailing boat; and has “Kate” an 8 foot Iain Oughtred designed row boat. Doug heard about us from the Bribie Classic Regatta and the Sydney Classic.

Michael Simpson, of Aldershot – Michael has a 2.4m dinghy, a 5.0m Jarcacat, and a 6.0m Jarcacat. Michael heard about us via boating magazines and events.

Jimmy Chilman, of Lota – Jimmy has a 1950 H28 “Genesta” ketch with wooden masts, and is in the process of restoring her. Jimmy heard about us via the website and events.

NORMAN CREEK PADDLE Story and photos by Dennis Smith

I arrived at 8.20 and managed to get a park close to the launching ramp, Allan and Alice arrived around 8.40 and had to unload their kayaks then go find a park it was very busy as there was lots of sporting



events at the sports fields. Dave arrived around 9.00 with his water rat and managed to get

a park beside my car. We launched at 9.15 and headed up stream, the banks of the creek are thick with mangroves, there are large pontoons tied up around

1.2km from launching ramp these are used for the fireworks displays on the river.



Around the 1.5km mark we came across what seemed

to be derelict boats but there is someone living there as we discovered later.

We paddled on and as we approached Griffin Park on our port side the mangroves closed in and almost blocked our passage but we manage to navigate through and once we round the bend near the aquatic centre the creek opens up again along this stretch up to Stanley Street there are large noisy flying fox colonies. Stanley Street bridge is more like a culvert we pressed on up to Turbo Street but upon reaching Main Ave Bridge there is a sign that says no safe access to small craft.



We didn't find anywhere to put in for morning tea so we turned around and went back to the launching ramp for an early lunch. We paddled 8km and 2hrs paddling great morning on the water. More Photos at:

https://m.facebook.com/story.php?story_fbid=10214992567954714&id=1444788327&sfnsn=mo

BRIBIE CLASSIC REGATTA 25th & 26th May

Story & Photos: Ian Primrose

The event started as is the custom with a Meet'n'Greet at the Bribie Hotel. This was the 21st Regatta – it has come of age and a lot of people came to the 'party' with a record of more than 70 boats registered.

Thirteen of our members' boats came along too. The boats assembled in Spinnaker Harbour for the 10

am start and Saturday weather was kind with a light tail breeze powering the sailing craft. Nice too for those motoring.



Bundaberg Member, Bill Griffith in "Kev"

The tides were a little lean for some boats so they went direct to Toorbul but some went on to Donnybrook and around Little Goat Island. It was not

all plain sailing/motoring as some sandbanks got in the way but we made it in time for the sponsored, free lunch at Toorbul.



Darrell Spiers in "Fleetwood"



Lunch stop at Toorbul

There was a dinner on Saturday night and I did not go but I heard it was very crowded with 60 people crammed

into a room for 40 with an overflow in a tent outside. Ian Mortleman won the popular Best Boat Award for *Atria*. Well done!

Sunday brought on a beautiful day but no wind. There



was a trip through the canal followed by boats on display at Sylvan Beach. We had an information stand on the beach manned effectively by Jim Jones and Doug Graham

and this produced at least 4 new members.

The display along the beach was amazing. The boats are getting better, most built along traditional lines and all displaying great craftsmanship. The Dragon boats and Out-rigger boats put on a show and the Vietnam Vets kept the people fed.

There was a rowing race that was won by a young fellow in an expedition boat who had rowed from the Brisbane River to get there – a 12 hour trip! The sailing 'race' was a drifting event with boats being pushed more by tide than wind.

The ramp was busy at the day's end. It was a great weekend – weather could not be better as well as the company. Beautiful boats in the beautiful Bribie Passage. Could not be better- make sure that you are at the 22nd !

If you haven't hit a sandbank in the Passage you aren't trying hard enough!

LAKE COOTHARABA MESSABOUT

3rd - 7th MAY

Ian Primrose

In life, you can have one experience 100 times or 100 different experiences. It was on the basis of the latter, that we decided to visit Elanda Point as a new destination rather go to the previously visited Boreen Point. However, at the last minute, a rumour was spread that there were rocks at Elanda. Not so. So a large group went to Boreen and Phil and Elaine Brown and I went to Elanda.

As the Messabout Program is set months in advance, the time for objection should not be the week before. 'nuff said!

Elanda, now known as Habitat Noosa is under new management and the standard has been raised. The amenities are first rate; there is a Bistro and bar (with beer tasting); there is a choice of timbered or open sites and an excellent beach and importantly – no rocks!

The lake was up at least 200mm due to the recent rains so there was plenty of deep water to moor just 3m off the beach.

I arrived on Monday and launched easily at the onsite beach and headed out with Phil for a sail in brisk conditions. The SW/SE'ery 15-20kn came in and stayed for the week and this made for some exciting sailing. Alan & Julie Tomley came down on Wednesday but had a tip-over at the beach whilst boarding due to some limitations in movement from Alan's recent knee replacement. Rick and Alex from the Boreen crowd called in on the way to Teewah and we followed them for another exciting sail. Thursday was too rough and too cold to venture out so we explored the old **Mill Point** set in a lovely bit of bush. This was the site of Luya Timber Company established in the 1860's to process the large quantity of Cedar, Bunya pine, Kauri pine, Hoop pine, Cypress pine, Beech, Ash, Tulip and Yellow-wood logged in the area.

As the result of a boiler explosion on 29 July 1873, one man was killed instantly with another four men subsequently dying of injuries received while standing near the boiler warming themselves on a cold morning.

Four of the five men died at Mill Point and were buried in the cemetery. The fifth, Patrick Molloy, died after great suffering on 10th September in Gympie

Hospital and was buried in the Gympie cemetery (his hearse overturning en-route to the cemetery). The explosion was attributed to a weakness in the boiler rather than as a result of careless operation. At its peak, the town consisted of 2 saw lines, dwellings, school, hotel, butcher's shop, general store, tramway and cemetery. By the 1880's, the mill employed 200 workers. The town closed in 1892 following dwindling timber supplies.

We saw a couple of boats from the Boreen crew out in the distance in testing conditions. The meal at the Bistro that night was good. Noosa Habitat at Elanda has a lot to offer

FUNCTION TURNS TO ART



Ian Trail, whenever he has a bit of epoxy left on the end of a stick, he just adds it to the pile and, over time, a wonderful sculpture has emerged. Now that's functional Art! (Photo by Leo)

HOW MANY BLOKES DOES IT TAKE TO MAKE A WATER RAT? BUILDING THE WATER RAT AT MALENY WOOD EXPO

Photos: Ian Primrose



Ian Mortleman took the "rat" home to finish it in colours selected by the raffle winner and did a great job. Thanks to Boatcraft Pacific for donating the materials for the build and Ross Lillistone too, for the free use of the plans.



Detail: Foot rests

Detail: Bow "Rat" ring
Name: "Ratty"

The Winner Is: Ken Sands and young son Nicolas with Ian Phillips (Boatcraft Pacific) and Jim Jones



UNDERSTANDING BOAT PLANS

A-Z

From the Wooden Boat Magazine: For those seeking a deeper understanding of the elements of design, here are the definitions of boat plan terms- by Robin Jettinghoff, Assistant Editor of Wooden Boat Magazine.

Centre of Lateral Resistance (also called **Centre of Lateral Plane; CLR or CLP**): The geometric centre of the profile of the underwater part of the hull. This is a centre of balance. If you try to balance something on the tip of your finger, you move the object back and forth incrementally on your finger until it balances. Similarly, if an underwater force on the side of a hull is trying to push the hull at right angles to the force, and the force is too far forward, the force will push the boat's bow farther than it will the stern. If the force is too far aft, then the stern will be pushed farther than the bow. When the force is pushing on the balance point between these possibilities, the hull moves at right angles to the force. This point is the **centre of lateral resistance**. The force of the wind is concentrated on the **centre of effort**. Its location in relation to the CLR will determine if a boat has weather or lee helm.

A designer can find the CLR of a hull by tracing the underwater profile onto a piece of stiff paper. Then he cuts out this out and balances it on the edge of a ruler. Next he marks this line of balance, and rotates the hull profile, balances it again, and draws a second line showing where it balanced. The intersection point of these lines is the CLP.

Construction Method: The method of construction and materials used in building a boat. Both greatly affect the cost of a boat. One of the reasons fiberglass hulls became so popular was that they could be mass-produced more cheaply than wooden hulls. Boats have been built from wood, plywood, fiberglass, metal, combinations of composite materials, and concrete. Each has different properties in cost, ease of construction, strength, ease of repair, and accessibility of materials. The designer and owner together will discuss the pros and cons of the different methods to find the one that best fits the owner's needs.

Deadrise Angle: The angle between the bottom of the hull and a horizontal plane drawn out from the hull's centerline, looking at the hull sections. A steeper deadrise angle will mean the hull sharpens and

narrows as it gets deeper, while a smaller angle means the hull bottom is flatter.

Displacement (Δ): The underwater volume of a boat is equal to the volume of water it displaces. **Underwater volume** is expressed in cubic feet or meters; displacement is the weight of the water displaced, and is expressed in pounds, tons, or tonnes. A boat that has an underwater volume of 125 cubic feet displaces 125 cubic feet of water. This displaced water weighs 64 lbs per cu ft (in salt water, about 62.5 lbs/cu ft in fresh water); $125 \times 64 = 8,000$ lbs. Since the weight of that displaced water is equal to the weight of the entire boat, 8,000 lbs is the boat's **displacement**.

A common demonstration of displacement can be done with a model boat, a bowl big enough to hold the boat, a shallow pan, a small scale, and enough water to fill the bowl. Put the bowl in the shallow pan, then fill the bowl with water up to the brim. Gently float the model in the water, and some of the water will overflow from the bowl into the pan. Weigh the water in the pan and weigh the model, and you will see they are same weight. The model weighs exactly the same as the water that it displaced.

Displacement/Length Ratio (Δ/L): The ratio between the LWL and the boat's displacement. The formula is the displacement divided by $1/100$ th of the length of the LWL cubed, or $\Delta/.01LWL^3$, where the Δ is in tonnes (1 tonne = 2,240 lbs).

Draft: The maximum measurement from the designed waterline to the bottom of the hull. A boat with a centerboard will have two drafts. A sailing dinghy, such as Joel White's Haven 12-1/2, will draw 18" with the centerboard up, and 3'4" with it down. Shallow-draft hulls, such as CARIB II (see WB No. 228), will often have centerboards so they can travel more easily in shallow water, such as that found in the Florida Keys and the Bahamas. (*and Moreton Bay too!*)

Freeboard: The measurement from the designed waterline to the sheerline. This is most obviously demonstrated in a small dinghy with more than one adult aboard. As the weight inboard increases, the freeboard decreases. The freeboard is usually highest at the bow and lowest somewhere near amidships. The minimum freeboard is the number of most concern.

Interior Amenities: Cabin comforts and accommodations. To spend more than a few hours aboard a boat, people will need to consider their needs for food, water, rest, lighting, and elimination of wastes. Amenities aboard a boat might be as simple as a berth on the floor of the cockpit, a bucket, a candle lantern, and a portable stove. A weekender might have a small Coleman stove, a couple of battery-operated lamps, a V-berth, and Porta-Potti. Offshore cruisers want the means for dealing with these fundamental human needs to be as convenient as they are at home. Lighting will need wiring and some source of power—perhaps a solar cell or generator. An efficient galley needs a sink, which requires a tank for fresh water, a hose from the tank to tap, and a drainpipe to deal with the wastewater. A galley stove needs some source of heat, requiring another tank and more hose. A head requires a sink with tank, hose, and drain, as well as a toilet with hoses for water in and water out, and a holding tank for the wastes. All of these systems add to the cost and complication of a design.

Length: The length of a hull as measured down its centerline. There are at least four descriptions of the length of a boat (see below); the length in question will depend upon what you are looking for. A marina manager wants to know the maximum length of the boat, so it can be seated in a slip. Racing rules are often concerned with the length of the load waterline. Designers working around these rules have led to some extreme hull forms in an effort to beat the rule constraints.

Length Overall (LOA; sometimes Length of Hull): The overall length of the hull. In a dinghy, this is relatively clear; with the boat out of the water, one can hold a tape measure down the centerline of the hull from the after side of the top of the transom to the forward edge of the stem. The measurement gets more complicated in a canoe with tumblehome stems, one whose stems curve inward as they rise from the waterline toward the top of the hull. For most motorboats and rowboats, the overall length is pretty evident. Rudders, anchor rollers, or other hull extensions are not included in this measurement
More next month

😊 THINK ABOUT THIS...

1955 - 1975: 36 Elvis movies.
1975 - 2019: Nothing.

WHAT HAPPENED AT THE LAST MEETING

Ian Phillips of Boatcraft Pacific was unable to attend for the advertised presentation so 'Plan B' was quickly rolled out.

Ian Mortleman took us through the building of the **Water Rats** explaining the process of the stitch & glue method. From the photos taken at the Maleny Wood Expo it is evident that apart from labourers, a lot of supervisors are required. The end result was fantastic and it is hoped that the raffle winner gets a lot of use and pleasure from it.

The Water Rat was presented to the winner, Ken Sands and young son Nicolas in the presence of Ian Phillips of Boatcraft who donated the materials.

Ian Primrose gave a quick presentation on the building of the Melonseed skiff- *Aurora Australis*.

THE NEXT MEETING

Alan Wilson – a boat restoration enthusiast will talk on bringing boats back from the wrecker. He has just purchased an Australian Sharpie from South Australia.

SHOW, TELL & ASK

Items wanted here

😊 JUST FOR PUN!

**Electricians have to strip
to make ends meet**

CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2019

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 Jim Jones 0408 443 291

If you are intending to go to a Messabout, Please advise the Host in case there are any last-minute changes (due to weather or other unavoidable changes).

Type of Event: P= Paddle, R= Row, S= Sail, M= Motor Brackets () indicate possible but not recommended

MONTH	TYPE	MESSABOUT	EVENTS
JUNE	S,M	➤ 15 th Messabout Planning Meeting @ QMM - Your ideas wanted ➤ 17 th -21 st Big Boat Day / Week Sthn Moreton Bay CANCELLED	
JULY	P S,M	➤ 13 th Lake Kuwongbah Paddle ➤ 20 th – 21 st Mathew Flinders Weekend at Coochiemudlo	Watch this space for a combined event with the Tingira Boat Club
AUGUST	S,M	➤ 17 th -24 th Caloundra Messabout – stay the week	3 rd Talburpin Sailors' Get-together 3 rd & 4 th Vintage Yacht Regatta 23 rd -25 th Brisbane Boat Show
SEPTEMBER	S,M,P	➤ 16 th – 24 th Repton on the Belinger River NSW	
OCTOBER		➤ Tweed classic Regatta – has been CANCELLED	Boaties' Market Sunday, 13 th @ Victoria Pt School



COMING EVENT DETAILS

Mark your calendar now

CANCELLED BIG BOAT WEEK 17th – 21st June down Southern Moreton Bay, Go for the week or meet up for a day
 Host: **CANCELLED** due to host not available to lead.

LAKE KUWONGBAH PADDLE 13th July Located just out of Petrie, Turn right into Beeville Rd to the picnic parking area. Short carry is required to the water. Pretty little lake with facilities. **Host** Ian Primrose 3263 3381 0491 120 888

FLINDERS DAY 20th -21st July Coochiemudlo Is. Enactment of Flinders landing is on the Sunday with parade starting about 10am. More details next month

CALOUNDRA MESSABOUT 17th – 24th August This is one of our major events of the year starting with a Meet and Greet on Friday at the Powerboat Club, followed by some great sailing / motoring including the Russell Lannigan Trophy. Stay on for the week. Accommodation at the Moorings; Military Jetty Caravan park or Golden Beach Caravan Park in Onslow St,

REPTON September 16th - 24th Start to plan for this one.... Down in NSW just past Coffs, situated on the Belinger River. Huge waterway and river system suitable for motoring and sailing. This is a new location. Camp at Repton Caravan Park

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

BRING / BUY / GIVE-AWAY TABLE AT EVERY MEETING – Clear your pre-loved items and transfer them to another more needy member. Mark items with name and price. No commission – free service! See Leo Sines – Merchandise Co-ordinator

WBAQ MERCHANDISE Identify your boat or yourself with WBAQ signage. Cloth Badges \$8; Stick-on labels 50cents. Metal Plaques MkII \$10. BURGEEES \$15.

WBAQ Pennants – Dress your boat –just \$10

See Leo at the Merchandise Table at every meeting



LEO'S SHOP ROPE. Available to members at cost. 6mm - .70c; 8mm-\$1; 10mm-\$1.20 per metre. Suitable for rigging or general use. Also 3mm cord in spools – only \$3 while stocks last.

Order before the meeting by phoning Leo Sines 3843 1422 or 0418 781 756 ejsines@bigpond.com

FIBREGLASS TAPE – Sold by the roll – 25mm x 50m \$12, 50mm x 30m \$20, 100mm x 50 \$40 – best price. Also

Bosch jigsaw blades – superior for cutting ply \$3 each See Leo

BARGAIN !! REDFIN 22 hull completed and cabin top built. Project is probably more than 80% complete - includes mast and spars. This is a water-ballasted trailerable yacht that was formerly a teaching project by Barrie Armstrong. Built in heavier ply it is all epoxy encapsulated. Located at Boatcraft Pacific at Logan. Space requires clearance though worth about \$10K it will go for offers around \$2,000. Contact Ian Phillips 3806 1944 or call in to view **(2)**

FOR SALE LEATHER PIECES – suitable for oar leathers and collars.

Geoff Taylor 07 3345 7506

TRAILER –BARGAIN! FOR SALE TOP GUN TRAILER to take 13-16ft boat. Fully galvanised – belongs to Mac Finch who is incapacitated so contact Jim Jones 0408 443 291. Mac is asking \$600 ono which is well below cost. These are excellent trailers for small dingy/ skiff with long drawbar to make backing easier. **NEW PHOTO (old boat removed!)**
PRICE REDUCED FOR QUICK SALE TO MEMBER (3)



HARTLEY TS The vessel is in good condition and inclusions are: Mainsail and Jib; Mercury 2.2 hp outboard; Depth sounder, UHF and VHF Radios; Oars; Bow and Stern rails; Anchor, chain and rope; Porta Loo Plated Keel; Dunbier Trailer with Spare Tyre. All of the above for \$4,000 The boat is located at Cleveland and Rod Barry can be contacted on 0412 169 390. **(3)**



FOR SALE "HEN" 26ft Huon Pine double-ender

This is a boat with a unique story. Bruce salvaged the hull from the seabed in Pittwater in NSW and completely rebuilt it in 1999. Bruce is a professional boat-builder and no detail or expense was spared in the rebuild. He has trailered it (yes it can be towed!) to many regattas including Bribie and the Tweed where it has received much acclaim. **Enquiries Bruce Keir 14 Porters Rd, Upper Crystal Creek NSW 2484 Ph 02 66791370** Full details of the rebuild and photos at <http://tweedclassicboats.com.au/Hen.html> Worth a read –

Hen at Bribie 2008



FOR SALE 30' BERMUDAN SLOOP Timber with epoxy over \$15,000 Neg See details and contact at <https://www.boatsonline.com.au/boats-for-sale/used/sailing-boats/bermuden-sloop-sail-boat-lotus-design/227640>

FOR SALE Hartley Stardrift Motor Yacht. 30ft Husband spent a lifetime building but pass away before it was finished. It is on Gumtree. All sensible offers will be considered The vessel is 95% complete and is of the highest standard of workmanship and all unused components including engine (Volvo Penta MD11C) 23 horsepower. , sails and rigging are included. The remaining work involves final attachment of the existing ballast plates and sheathing of the keel. The boat is sold as is, where is. Located Paradise Point (2)



NEW! DECEASED ESTATE: Danish Fishing Boat with motor – length 5.18m, beam 1.78m, draught 0.63m. It is a replica of a Danish fishing boat which were used around Denmark in the late 1800's. This one from the NE of Sjaelland, one of the main islands. The lines were taken from a Danish book of the history traditional working boats of that period. There were no plans as such, so my father lofted the lines from page size to full size and from there built a very nice boat. The glued lapstrake marine plywood planks keep maintenance low and it also can be kept on a trailer. It is solidly made to a work-boat finish, no varnish!, and 95% finished. The rudder is made, unpainted and needs to be hung. **BOAT EQUIPMENT** – there is a 4HP Clae reconditioned petrol engine, sitting on engine beds with a forward, neutral and reverse gearbox. It has, propeller and shaft with hull bored for installation, copper fuel tank, and various other bronze fittings. Hundreds of hours have been spent so far and several tens of hours would finish this great boat. It has not been launched as yet but has been kept under cover. **TRAILER** – Frame has new everything. Rollers, axle and hubs, suspension, wheels and tyres, electrics and lights, jockey wheel. It is registered and can go anywhere. I would like an enthusiast for this type of craft to be the owner of my Father's boat and hopefully one of your members may take it. I am asking \$7000 neg. The trailer cost over \$2000 to re condition, so with materials and labour the boat is really good value. **Mark Olesen 16 Potts St Ryde NSW 2112 Ph 0418447063** (1)



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.
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