



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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OCTOBER 2021

"I had hoped to make such records that there would be no need for any man to follow. But in such a ship I know not how it may be achieved"

Matthew Flinders expressing despair as the Investigator is showing significant signs of decay Gulf of Carpentaria 1802



STAN WOOD WRITES ABOUT HIS FISHING BOAT, "FIONA"

Story inside



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Regular Meetings and Activities

A monthly Social BBQ for Members and Guests is held on the second Tuesday of the month commencing from 5.30pm. A short report on the previous Committee Meeting is given at about 6.30 pm followed by a Guest Speaker. Bring along your plans, projects and problems for group attention.

Don't forget something for SHOW, TELL & ASK. Until further notice, the Committee Meetings are held by video at 4:30 pm on the Monday preceding the monthly Social BBQ.

WE MEET AT

THE BOATSHED, 39 ARGYLE ST, ALBION

Messabouts are held monthly. For details of these and other wooden boat events, refer to the calendar of events later in this newsletter or check the calendar on the WBAQ website.

Sub-Committees

Messabout Calendar info@woodenboat.org.au
Provedores Ian Trail, David Payne

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.

**HEADER PHOTO : Sailing Caloundra –
Caloundra Messabout Aug 2021
Photo by Joy Elcock**



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FROM THE CAPTAIN'S CABIN

Ian Mortleman, President

What a night the first Social BBQ was, a success where over 40 attended and I didn't hear anyone say that this is not the place for us in fact the opposite with lots of compliments. The BBQ under and around the large fig tree with the lighting coming on as planned and the parking, which was my biggest worry worked out well. Shifting the start and arrival times to 5.30 pm worked a treat with car spaces freeing up from 5 pm onward.

Even the mossies and sand flies were minimal. I think the strong breeze was too hard for them to fly against. But keep in mind during summer there can be a few bites around. We do have available insect repellent which works a treat.

The large meeting room acoustics are the best yet and the projection onto the wall for presentations large and clear. Yes, we are working on minimising light reflections which were minimal but once you see them, they don't go away.

The washrooms will have liquid soap and paper towels thanks to a donation to us from Stella Products Coopers Plains.

Brisbane City Council have started work on a refurbishment project primarily the Breakfast Creek Boat Club area and the door from meeting room to Argyle Street along with closing off the reception area for Te Waka dragon boats and some fencing alterations.

We have even managed to hit the news, "My Village News" the inner North September edition out now has almost a full page write up on the Boating Hub at Argyle Street featuring all four tenants. Copies are available in Mac Finch Library and a link to Village news on our Facebook page.

I believe there is another edition which is the inner-city publication which should also be out shortly.

The Book - Prawn Trawlers of Cabbage Tree Creek 1952 to 2014 written by Brian Hutchison has been published and thanks to Eric Levett we now have a copy in the Library. It's an interesting read full of facts but also an insight into times gone by for example;

The Author, "Doug Hutchinson, electroplater, apiarist and porter with Queensland Railways, grew pumpkins, peanuts, maize and melons, kept fowls, ducks, geese, bees, pigs and sheep. Realising the need to provide services for a growing trawler fleet, in about 1956 he cut through the creek bank with a horse drawn scoop and built a slip." it goes on about number of boats etc using the slip and this little observation. "Many trawler fishers and boat builders are unlikely to forget their experiences slipping or working on their boat: butted by the ram; piglets drank the paint or ate their lunch or catch; chooks pecked fresh whale oil and lime putty out of the rabbet and lower bottom seam of their trawler, nipped by Bluey or Patch: bee stings: or enjoying a cool melon on a hot afternoon" ref Brian Hutchinson Prawn trawlers of Cabbage tree Creek 1952 to 2014

Ah, ... those were the days.

Horizon Shores Boating and Adventure Show is on 19th to 21st Nov 2021. At Horizon Shores Marina Jacobs Well

We have two wet berths, a display area and a kid's model building area. Put these dates in your calendar because we will need help to man the stand, and kid's model building along with getting set up and pulling down.

I would love to see boats on the water quietly sailing, paddling or motoring around, flying the WBAQ burgee of course. The entrance to the marina is quite large so plenty of sailing room. New features this year are a Friday night Market, Jet-Pack, fireworks show, food trucks and live music. So, make it a boating weekend away with benefits.

The Catspaw dinghy mould. We collected the mould from Queensland Maritime Museum, where it was on loan to them to build a boat from it. Storage in The Boatshed will be tight and ideally, we would like to build a boat or two in the workshop. However, if you would like to build a Catspaw dinghy using the mould



and the templates for every part of the boat contact the Secretary or the Workshop coordinator ASAP.

"May you have fair winds and following seas"

Ian Mortleman

NEW MEMBERS

A HEARTY WELCOME TO:

Edwin & Sarah Hockings, of Paddington – whose fleet consists of:

1. Little Egret, 20ft two masts double ended Sharpie. Leg o' mutton rig. Design R Lillistone .
2. 2017 Charm 20ft David Payne design, redrawn as a hard chine bay cruiser.
3. Restored, 15ft Green Is 15 gunter rigged sharpie skiff. Design Mick Diggles

Warwick & Kathy McLean of Banksia Beach – own *Gracie*. Builder William Olds, Olds Engineering, Maryborough. 1960 Carvel planked Hull. Spotted Gum & Huon Pine. Length 7.3m, Beam 2.4m, Draught 900mm. Power 40hp Yanmar.

Peter Wear, of Coochiemudlo Is – No boat (yet).

Russell Gibbard, Lavina Wagner & Chloe Gibbard of Kingaroy – Mirror Dinghy. Russell, Lavina & Chloe heard about us from John, a WBAQ member in Kingaroy.

Bill Moore, of Sandgate – who has a classic Mirror Dinghy Number 6171 built in 1966

Scot Gannon, of Bulimba – Building a CLC Tenderly 10ft rowing/sailing dinghy from a kit from Denman Marine Kettering, Tas .

Brian Hunter, of Manly West – Custom Westyn/Harrison Butler sailing cutter Magic 30ft west system strip plank launched 1997
Alan Kemp offshore trawler MERRINGANEE 36ft carvel built restoration and conversion to picnic boat 2010
Halvorsen Gowland motor sailer WATAKAI 33ft refit and restoration 2020 .
Brian heard about us from Yacht Club friends and was member WBA NSW.

LAUNCHINGS



BRAVO / ZULU Naval Flags meaning *"Well Done"*

JOHN & ANNE TENNOCK have:

A Redfin 520 Trailer Sailer - Veroley II Designed by Barry Armstrong circa 2011 Built by Warwick Finlay
Length 5.2 metres Beam 2.3 metres Draft 0.08 to 1.4 metres Displacement 0.220 tonnes
Currently owned by John Tennock
Hull recently repainted, trailer maintained and mast raising tackle upgraded over winter. Re-launched Lake Samsonvale late July 2021.

David Sloper launched his **Selway Fisher 15'8"** **Sea Fox Kayak** complete with rudder



WEB-WATCH

Go boating without getting wet!

Having trouble **identifying Cardinal Marks**? This will sort it out for you. Thanks Jim

<https://deckee.com/blog/how-to-remember-cardinal-buoys/>



REPORTS

PARADISE POINT BOAT HARBOUR MESSABOUT

2nd October

Story – John Tennock
Photos – Daryl Phillips

I'm pretty interested in activities that are supposed to stave off cognitive decline in ageing brains. Activities like complex problem solving, physical activity and social interaction. I have now discovered the ideal place and time to participate in all of these simultaneously, multiple times. The place is the Southport Broadwater on the Saturday morning of a sunny Queen's Birthday long weekend.

To avoid the traffic bottlenecks between Ferny Grove and Paradise Point, and to improve our chances of getting a trailer parking spot near the ramp, we set off very early and arrived at the boat harbour at about 5:30am with plenty of time to rig, rest, breakfast, enjoy chatting with friendly passers-by, then launch *Veroley II* and meet up with Daryl and Sue Phillips at the agreed time of 10:00am. The ramp was pretty busy and the adjacent beach very congested but we managed to secure a spot and settled down to wait.

Wrongly assuming that Daryl would arrive with a trailer boat we anxiously watched the few remaining trailer parking spots disappear and when Daryl had not appeared by 10:00am we assumed that he had been unable to find a park nearby so we headed off in the hope that we might meet up at our intended destination Tippler's Resort... and that's when our problem solving exercises began.

Paradise Point Boat Harbour is not very large considering the number of boats on permanent moorings plus the steady stream of arriving and departing jet-skis, tinnies and other vessels. We decided that it would be simpler and safer to motor out of the harbour expecting a west to northwest breeze to give us a downwind run out of the south branch of the Coomera River, then a broad reach heading north to Tiplers for lunch.

Barely had we motored 20 metres off the beach when I carelessly allowed the tail end of the main-sheet to slip over the side whereupon it became wrapped

around the propeller and stalled the motor. The light breeze had fallen away to almost nothing with random puffs from different directions making it impossible to steer under sail so I called for Anne to drop the anchor *FAST!*, which she did very capably. Lesson learned, I was able to free the prop and retrieve the main-sheet. Whew!

"...the anchor warp which had become hooked behind the centreboard making it impossible either to weigh anchor..."

With the motor re-started Anne began to weigh anchor only to discover that it wouldn't budge. After more scrambling around I discovered that the flukey breeze had carried us over the anchor warp which had become hooked behind the centreboard making it impossible either to weigh anchor or to raise the centreboard.

In the midst of this embarrassing public spectacle we were hailed by Daryl who had arrived by sea in '*Rover*', his 22 ft, Volvo 12hp powered Bay Cruiser.



Rover

Judicious application of the boat hook, steady pressure on the anchor warp, and a bit of luck with the variable breeze we eventually retrieved the anchor and made our way out to the Broadwater. The presence of many fast vessels including tinnies, jet-skis, inflatable racing catamarans, the wakes from huge super-yachts and the flukey, predominantly northerly, breeze made motor-sailing seem the safest choice to ensure we always had steerage way.

With the benefit of his local knowledge Daryl suggested a change of plan, heading south to the beach on Wave-Break Island rather than beating into a northerly headwind to crowded Tiplers Resort. We said "We'll just follow you!"



Veroley II underway

Over a pleasant lunch on the beach we considered our options and decided that rather than retracing our route 5NM upwind to Paradise Point we would motor to Daryl's place on a canal about 1NM north where we could tie up at his pontoon, enjoy a cuppa, then retrieve *Veroley II* using the Howard St ramp about 1NM further north. Daryl kindly helped with the logistics of collecting the car and trailer from Paradise Point and leaving them at the ramp then returning me to his place to pick up Anne and *Veroley II*.



The sanctuary of Daryl's pontoon

"...spinning our 3.5hp 2-stroke motor 180 degrees has always been a challenge..."

Trying to reverse in a confined space by spinning our 3.5hp 2-stroke motor 180 degrees has always been a challenge for me and we had some anxious moments turning around but with a bit of shore-based help from Daryl we got under way without actually hitting anything, motored to the Howard St ramp and retrieved *Veroley II* without further incident.

Next day asked Daryl for details of his boat for this article. He responded with that information along with a note "Attached all photos from weekend. Have selectively removed those incidents of Collision, Near Miss and Skipper Negligence or Neglect...". There remained just three photos.

John Tennock

POINT TALBURPIN GET-TOGETHER 9th Oct

This informal "Regatta" (that's not a Regatta) attracted a record of 27 boats of all lengths and type. The smallest was skippered by Lex Baddiley being a mere 8feet – the boat that is – not Lex!(more about this later...)



It was a great day for a sail and the boats were quick off the start with a nice steady breeze from the North-East. The course ran into the wind and a few tacks were required but the homeward run was made with great speed.



Lex being towed in

Leo and Malcolm were on Leo's rescue boat and they were needed when Lex took a dive with a jibe. Lex almost lost his shorts during the tow so Leo had to make it a slow-tow. Only pride was damaged!



Leo's Rescue Boat



There was a BBQ on the foreshore donated by Tony and Lyn Harland. Prizes were given out but everyone was a winner on this beautiful day with excellent sailing conditions. Great work Tony & Lyn!



Dennis Smith's Scruffy "Why-not-Wood" with Ron as crew

Colleges Crossing is tidal (According to Willy Weather about 2h 45m behind Brisbane Bar). Third was that it is the habitat of the dreaded 'Bullrout' a.k.a. freshwater stonefish (see separate article).

We were familiar with the story of some children being taken by bull sharks at Colleges Crossing many years ago after which incident some warning signs were erected. The signs now seem to have been removed and there were families with children happily playing in the water. Paradoxically, information provided by 'our favourite search engine' warns about the risk to your dog but, apparently, small children are not on the bull sharks' menu these days.

As a native of WA, just imagine Anne's delight when almost the first thing we saw was a family of black swans with six well grown cygnets. Perhaps swans are also off the bull shark's menu. Generally it feels like a very safe place.



When we arrived at 9am the tide was running out quite strongly. The ramp is good and has half-a-dozen trailer parking spots. The water between the ramp and the main channel was so shallow, and the Vallisneria weed so thick, that we had to wade across some places anxiously wondering whether our minimal footwear could resist the bullrout's toxic spines. We even received spontaneous help from a young guy who, leaving his female companion to manage alone, jumped out of his kayak to push us through some shallows. He had half his teeth missing and heaps of tattoos and was very helpful and enthusiastic, even though obviously aware of the risk of bullrouts in the water.

Our little Curlew nesting dinghy, with LOA 10ft and beam 4.5ft, is far from ideal for paddling so, once in the main channel, we decided to give our trusty 3.5hp Tohatsu 2-stroke a try but, with the depth so variable, we kept hitting bottom and it quickly seemed a better option to fall back on our 'auxiliary' paddles and enjoy our tranquil natural surroundings and conversation with Ashley.

COLLEGES CROSSING
9th OCTOBER
Story & Photos- John Tennock



This was only the second Colleges Crossing Messabout we have joined. On the first occasion, years ago, we launched at Kookaburra Park about 5.5km downstream. We had so much bother getting across the (then) submerged water pipes just 120m downstream from the Mt Crosby Rd bridge that we didn't get to explore the area very much, especially upstream from the park.

This time we launched from the boat ramp at the upstream end of the Colleges Crossing Recreation Reserve and immediately began to learn a few things about the area. The first of these was that WBAQ member Ashley Wilson, who had already launched his 13ft canoe, lives nearby and has a wealth of local knowledge. The second was that the Brisbane River at



Ashley

Upstream from the recreation area the water is very calm with plenty of shade under overhanging trees. Anne and I found a pleasant shady spot to tie up for morning-tea when the auxiliary paddler, Anne, ran out of chug at 750 metres upstream. Ashley paddled his canoe a little further to Allawah Scout Camp but soon returned to join us for a chat and a bit of friendly banter with passing kayakers, some also heavily tattooed. Some of these were set up for a bit of fishing and one of them, on their return, had a fish story and some broken tackle (bull shark or just a snag?).

Mindful that the tide was still falling and of the shallows we had to cross we headed back downstream, an easy paddle with the current. By the time we reached the shallows the tide had turned and the water was now slightly deeper than when we started. We were back at the ramp by midday having travelled about 1.5km overall. With his extended journey Ashley had probably paddled twice this distance.



John & Anne having Smoko

Overall a most enjoyable outing.

NEWS

A NOTE FROM TONY HARLAND - "ARNIE: PEARLS AND LUGGERS IN THE TORRES STRAIT" *Arnie and Lee Duffield*

Those of you who sailed in the recent Jubilee state titles at Tingira Boat Club, may have met Lee Duffield, who sailed with Bill Morley on "Tawarri". Lee's previous experience of Jubilees was on his father's Jubilee in Townsville in the 1950's, aged about five. Rusted-on ABC devotees like me, will remember Lee as a well-known ABC foreign correspondent. Lee, together with his 95yo cousin Arnie Duffield, has written a terrific little book covering Arnie's colourful and adventurous life in the pearling industry based at Thursday Island.

Arnie, who first arrived at TI with his family in the pre-war years, was immersed in the pearling industry from that time, remaining in and about the Straits for 70 years. During that time Arnie and his family owned and operated scores of boats, the names of some of which will be familiar to some of you. Indeed the sailing lugger "Waitoa", currently moored in the marina at Manly, was once part of Arnie's fleet.

Lee thought this story might be of interest to fellow sailors on our mailing list, and has agreed to let anyone interested have a copy for the "mates rates" price of \$12 post free. Alternatively, it can be obtained direct from the publishers at Xlibric.com. Lee's contact details are: Phone 0407 702 860 email lee.duffield2@bigpond.com I can highly recommend this book.

Cheers
Tony Harland

LARRY REMEMBERED

Meringandan - Lake Cooby, Loveday Cove

Named in honour of after our late Life member Larry Loveday, is a Cove on Lake Cooby near Toowoomba

Cooby Dam is the home of the Darling Downs Sailing Club. The Dam is Ok for day trips but there is no camping. If in the area, it could be worth a visit.

More information at:
[Meringandan - Lake Cooby, Loveday Cove \(tr.qld.gov.au\)](http://Meringandan-LakeCoobyLovedayCove.tr.qld.gov.au)

-oooOooo-

OUR NEW WEBSITE IS LIVE!

AFTER MONTHS OF WORK, JOHN TENNOCK has launched our new look and friendlier, more efficient website.

**CHECK IT OUT - GO TO:**

[Wooden Boat Association of Queensland Inc –
Wooden Boat Association of Queensland Inc](#)

(Press Ctrl and click above)



Or do the QR-Code pathway, if you like that sort of thing!

**PRAWN TRAWLER OF
CABBAGE TREE CREEK**

By Brian Hutchison

THE BOOK IS OUT! You will recall that Brian gave us a talk at the August Meeting... Now the book is available.

“Thank you for letting me know that you are interested in obtaining a copy of *Prawn Trawlers of Cabbage Tree Creek 1952-2014*.

Taking on board the number of persons that have expressed an interest I have commissioned the printing of a limited number of copies of the book.

Should you wish to obtain a copy you may collect *Prawn Trawlers of Cabbage Tree Creek 1952-2014* from me at my home at 1 Swan Street, Shorncliffe at a cost of \$30.00 per copy. If you would like to be sure that your book[s] will be held for you please send your payment and you will be able to collect your order at an arranged time.

Please contact me by email or telephone 07 3269 4913 or 0400 656 512 to make arrangements to collect your order.

If you would like the book[s] to be posted to you then please send your payment of \$30.00 per book together with the cost of postage. Postage

cost is \$10.80, the package can hold two [2] books. Please be sure to let me have your postal address.

To pay for your order please send your cheque or money order payable to BRG & RD Hutchison, or you may wish transfer payment for your order of Prawn Trawlers of Cabbage Tree Creek 1952-2014- to Commonwealth Bank Account: 76 4124.5003415 in the name of Brian RG Hutchison and Roslyn D Hutchison. Please email me when your transfer is completed and we will post your book[s] to your nominated postal address.

Brian Hutchison

**Just when you thought it safe to
go back in the water...
A NASTY LITTLE FISH**

John Tennock

**Bullrout (*notesthes robusta*) from the
Queensland Museum website**

Bullrout are responsible for most fish stings that occur in upper tidal reaches and freshwaters of New South Wales and Queensland. They are well camouflaged and sluggish, preferring to stand their ground and erect their spines when disturbed, rather than to retreat as most other fishes do.

Bullrout are most commonly found at the foot of dams and weirs and close to the limit of brackish water, or tidal influence. They usually shelter among water weeds, rocks or sunken logs. Stings often occur at popular swimming spots such as river crossings and causeways.

The fish is armed with 15 sharp, strong dorsal spines that readily penetrate the feet or hands of unwary swimmers. When the spines enter a wound, venom is transferred up the spine into the flesh, and causes the victim excruciating pain. The best preventative measure is to wear sturdy footwear in areas likely to be frequented by



Bullrout and to avoid diving among stands of aquatic plants and submerged tree roots.



A GIVE-AWAY RENO'D BY RICHARD JENSEN

Richard writes;

You may remember that I am the receiver of the “give away “ of the Annapolis Wherry from Ross Lillistone through the WBAQ.

You asked that I give an update of the renovation of the boat.

As you will be aware, there is much sanding required on wooden boats. After some minor repairs, I sanded the exterior and interior of the boat and applied two coats of Boatcraft Pacific hi-build undercoat. More sanding and then applied four coats of Aqua-cote both inside and out.

The finish looks good and I am looking forward to getting it back in the water for a row.



Is this to be the smallest WBAQ Launching of the Year?

Ian Kirk

While happily playing in my ‘Big Boy’s Mancave’ creating planter boxes and pot stands for all the ladies of the family, the eldest of the siblings, Howard said ‘while you’re in the shed making stuff why don’t you make us both body surfing hand planes?’

Now, casting my mind way back to being an 18-year-old, I recalled building such an aquatic toy. Very rustic they were and the fun to be had with a set of fins was amazing. Tucked up in the barrel planning on a small flat surface not much bigger than ones’ hand. The fins helped to catch the waves and to provide steering.

I can do this I thought. (The building part of course AND the surfing.)

So, into the ‘BBMC’ I ventured to select some offcuts of ply, create a shape and laminate two layers together x two off. An even smaller offcut created tiny single fins. The underwater fore section and rails were shaped, fin attached, and the usual sanding carried out. Then came the Boatcraft epoxy sealing, undercoating and top coating with Aquacoat



white. No, Howard there isn't going to be two colors involved!

A few stainless bolts and washers from the bits box and an old, repurposed yoga mat created the hand strap.



Gees, they look so good they need a brand name. And thus, an island friend with a business making signs, tees shirts etc was conscripted to create the 'Big Boys Mancave' sticker in a font remarkably similar to my scruffy, almost illegible, all capitals (Yeah, I'm yelling at you!) printing. Heck, she even stuck them on!



Well, during this epic build, emails flowed around the family like, 'how are we going to get towed out to the waves?' Then followed 'don't make them too big Ian. If we're really embarrassed, we can sneakily bury them in the sand and slink off. But big enough to be used as a cheese platter.'" What about a clamp -on side plate to hold the coffee How?'

I got so excited. I googled body surfing with hand planes and ways to build them. I even

checked out the exotic mass manufactured ones.

I looked at a video of 'Word Championships Hand Plane Body Surfing' and told Howard, 'those guys were rubbish. My mate Dave and I were way better back in '63!' (Aren't we all!) The next day I reconsidered, thinking maybe I'd seen a Masters over 90's competition! Ah well, too late now. So, what followed was a birthday celebration for the youngest but with a difference.

They were all ushered out to the car where a Covid birthday gift giving celebration was carried out. With other birthdays due in October and November and further lockdowns an ongoing possibility, all the pressies created in the 'BBMC' were handed out early.

While the look of delight on all the faces was a joy to this humble human, the one on How's face when receiving his hand plane was, to an old surfer, the cream on the cake. The smile and the 'cool!' said it all.

So, now, here Rob and I are housesitting Ken and Sue Mills home at Boreen Point and the big moment approaches; the 'launching' is tomorrow at Sunrise Beach.

We've been enjoying sailing the lake and the walks but tomorrow one has to encourage the aging body to perform as it did 57 years ago. (Blimey, that number is actually right!) Thankfully the forecast is for only 1-2 foot of surf.

Maybe I should stroll over to the lifeguards, fins in hand, stomach tucked in to disguise the stretching of the rashie and with my best Hoges accent say 'G'day, I'm just off to crack some barrells. Could be a tad rusty so can you keep an eye on me?'

And if they respond, 'have you sold tickets for the whale watching?' how do I react? Well, unfortunately, the 'launching' was cancelled as the 1-2 foot waves were so far offshore I'd have been frolicking with my cousins the humpbacks.

We're back off home now after a wonderful holiday at Ken and Sue's and I'm wondering if Howard and I will be able to coordinate a trip



to the coast for a JOINT 'launching' to happen before the end of the year.
Ilan Kirk.

MEETING GUEST SPEAKER PROGRAM 2021

NOVEMBER	Wayne talks about restoring a vintage Mercedes car
DECEMBER	Year-end celebration, no Guest Speaker

Subject to change

THINK ABOUT THIS

**If you can't think of a word say "I forgot the English word for it."
That way people will think you're bilingual instead of an idiot.**

JUST FOR PUN 😊

. How much did the pirate pay to get his ears pierced?

A buccaneer

WANTED: PHOTOS for WBAQ 2022 Calendar LAST CALL!

Yes, It's Calendar time coming up again!
We need good quality (3mb or better) of boats, of course, for next year's calendar. Landscape format is preferred but will consider portrait mode if it can be grouped with another. Please send to Ian Primrose imprimrose@powerup.com.au

HORIZON SHORES BOAT SHOW

The Horizon Shores Boat Show is now set for Friday 19th November until Sunday 21st November. (Hopefully no lockdowns!)

We will have:

- An information tent showcasing the WBAQ
- 2 large boats on a berth
- 2 or 3 smaller boats on the hardstand
- Boats paddling, sailing in the Marina
- A kid's activity building little model boats
- A variety of little wooden boats, cars and planes for sale to kids

So, we need some help to man all these activities. Put the date in your diary and come for a day, a half day or what time you can give to talk to people about wooden boats or to help on the Kid's kit assembly stand

DISPLACEMENT HULLS VS PLANING HULLS

From Glen-L Boat Designs

Website:

[Boat designs for the beginning boat builder](http://www.glen-l.com)

Different hull shapes have advantages for different applications. The ideal characteristics for sailboats, row boats, and eventually low speed power boats have been long understood. These boats need a hull shape that will move easily through the water with a minimum of power. When more power became available, it was found that a new hull form was



needed. In order to overcome the limitations of the bow wave, it was necessary to rise out of the water, to plane. On planing hulls, the bottom shape is extremely important to performance, with minor variations causing sometimes dramatic problems. Let's look at the two basic hull forms to understand why they work the way they do.

Displacement Hulls: The overriding fact about displacement boats is that their speed is limited by their length. **Speed in knots = 1.34 X square root of the waterline length.** The other part of the story is that these hulls are very fuel efficient; they require little power to reach their maximum speed. Attempting to exceed hull speed is guaranteed to waste fuel and money and gain little if anything in speed. Row boats and sailboats are most often displacement hulls.

Planing Hulls: In theory, a full planing hull (with infinite power) has no speed limit.

Our [Tornado](#) and [Thunderbolt](#) regularly exceed 100 mph in competition, with one Thunderbolt clocked at 148 mph. Planing boats, when they achieve planing speed, ride on top of the water. They are, however, not properly shaped to be efficient at slow speeds.

When a boat is planing, the water flows off the bottom in a sheet and the wave breaks behind the boat. If there is a downturn at the transom (hook), the bow will be driven down, increasing wetted surface and decreasing speed potential. If there is a bottom rise at the transom (rocker), the hull will tend to porpoise (jump out of the water and fall back into the water). If the trailing edge of the bottom at the transom is rounded, the boat will behave as though it has a rocker. This results from water following the radiused bottom, up the transom, sucking the transom down. Speed amplifies these effects, with minor imperfections only causing performance problems at high speed. Having said all this, there are instances when you might want very minor hooks or rockers in the bottom ...this is what cavitation plates and trim tabs are for.

BOAT INFORMATION WANTED

I am trying to locate a wooden boat built in Brisbane between 1965-1968, Ventura 40ft and the first owner

was Bill Burke. In 1975 the boat was sold to Kenny Walker.

My contact number is 0410 294 029. The best days and time to contact me are Wednesdays and Thursdays during business hours and when I am at Henmax. Cintia Colombo

THE FISHING BOAT "FIONA" Stan Wood



An open Letter to his Grandson, Henry

Henry, this yarn is putting the cart before the horse somewhat. I wanted to tell you firstly what a profound influence **the late Claude Boyd, Master Ship right** and designer, had on my life and the firm and unwavering friendship we had on the water for thirty five years straight.

Today I will tell about how the fishing boat, "Fiona", designed and built by Claude Boyd for his own use in the late 1950s was reborn through some sheer determination by myself. Claude must have mentioned her name to me in casual conversation. All Boyd boats had their name hand painted on their bow by a local sign writer of the old school.

Offshore fishermen in the 1940 s and 1950 s launched off Moffat Beach (Caloundra) in the most unseaworthy of boats. Claude Boyd started building fishing boats for these men which wouldn't broach in a following sea.

Boats were recovered up the beach by way of a wire cable winch mounted at the beachhead. Landing on Moffat Beach was a dangerous business with deep water close inshore and then a short nasty shore break to negotiate. The boat had to be placed head to sea



until the winch could be attached or bodily dragged up the beach, clear of the shorebreak. Claude Boyd sniggled his boat across the sand on a large plywood roller.

On this occasion, Claude had a fishing companion who failed to hold "Fiona's" head to sea while Claude fetched the winch cable. "Fiona" overturned in the surf and this chap managed to get trapped underneath, where he got knocked around. Claude couldn't lift the boat by the gunnel as insufficient air was trapped in the underside. Finally, onlookers rushed to help and all ended well.

I also heard from another source that Claude Boyd, in "Fiona", had been caught on Currimundi Reef in an unexpected hard South East blow. The boat was driven the six miles back to the Caloundra Bar taking a wretchedly rising wind sea on the port shoulder all the way. I never questioned Claude as to what became of "Fiona".

"... We were hoping some hapless boatie could encounter a spot of strife"

It must have been in the late 1980's when we were sitting around in the Radio Room of the local sea rescue unit; bored to tears we were; hoping some hapless boatie could encounter a spot of strife which could bring some excitement to relieve the boredom when one fellow crewman stated, out of the blue, he could see the varnished transom of a small boat protruding from under a house on the other side of a gully from where he lived at Moffat Headland. My ears burned instantly and I inquired as to the shape of this transom. I knew it was a Boyd built boat.

Well, Henry, you can't afford to be backward in coming forward. I figured out which house and went straight up and knocked on the door. To my surprise, the boat's owner I already knew. He'd been Assistant Station Master at Landsborough when I was at the Landsborough School. In fact I had earlier rescued him and his friend in the Caloundra Bar in a vessel swamping.

The boat was in fact "Fiona" and sadly she was in a sorry mess. The urea formaldehyde glue had let go due to water ingress. This made the boat irreparable. The beautiful hull could twist like a stick of liquorice. I pleaded with him to sell me the wreck but he declined as he stated his old fishing mates would disown him if

they found out. I kept persisting over the next few years in trying to purchase the wreck on the undertaking I'd build another "Fiona". This was somewhat a hollow undertaking as I hadn't a clue how I would do it. Finally the owner rang me out of the blue and told me to come and collect the boat. I took this cherished possession back to Buderim and she spent a few years slung forlornly up to the rafters of the boat shed.

"He agreed to build another hull over the original hull after he retired.."

A chance discussion with the late John Shaw, who then worked as a surveyor for the Harbours and Marine Dept. led me to John Wasson of Shorncliffe. He, like John Shaw, was a timber boat builder who had built cold moulded 16 foot skiffs and was then working for Harbours and Marine. He agreed to build another hull over the original hull after he retired so I had to wait a few more years for that to eventuate. Meanwhile, I searched high and low for flitches of old growth Red Cedar. A fine furniture maker, Barry Lawson, cut the cedar into one eighth inch planks on a fine blade bandsaw.

Well, I've met a few boat builders who would qualify for the title of "Mr. Perfection" and John Wasson was no exception. He insisted I sand every plank on each side. It took countless hours. The original hull was set up true with temporary frames and bracing. The hog/keel and laminated stem post were cut out of the hull. The stem post was retained as the glue was still perfect. The hull was covered in brown paper and three layers of planking laid over the original hull with epoxy glue. A new silver ash shaped hog together with the stem post with extra layers added was then fitted up into the hull. Silver ash stringers were then added to stiffen the hull. So a new hull was made using the old one as male mould.

"...Lloyd was another "Mr. Perfection"."

John Wasson didn't wish to proceed further so I then sought the help of a friend, Lloyd Flessner, who had been earlier in his career Claude Boyd's apprentice.

We worked together for almost two weeks to finish the boat. Lloyd was another "Mr. Perfection". The boat was decked, gunnels added, the original thwarts were used as well as the bilge spray rails from the first "Fiona". Floors were fitted and a laminated transom knee,



intended for a twenty footer bolted in place. We even kneed each stringer up to the transom.

So Henry, I finally ended up with a new “Fiona”, far stronger and more durable than the first boat, identical in every respect to Claude Boyd’s design except she is three eighths of an inch wider on each side. She is sealed with epoxy wood preserver inside and out and coated with over fifty coats of hand brushed polyurethane varnish. The original sign writer hand painted her name on the bow precisely identical to that on the original boat. “Fiona” was launched firstly into Lake Macquarie at Easter in 2000.

Interestingly, the original hull ended up at the Boat Builders’ T.A.F.E. so I was told, where two more hulls were built out of two layers of three sixteenth plywood. “Fiona” is powered today with an 18 horsepower Tohatsu outboard which is well matched to the boat.

I will tell you a few more yarns, Henry, about Claude Boyd and fishing with him off Caloundra in the fishing boats, “Sirius” and “Tom Tom”, at a later date.

Stan Wood.

WBAQ BOATSHED WORKSHOP UPDATE

Soon, we are intending to open the Boatshed on Tuesdays, Thursdays and Saturdays. We have two key holders (Malcolm Hodgen and Jim Jones) who will need to come in and open up on the days that bookings have been made. We are proposing to have a key to the workshop held in a key safe that will be accessed by a pin code. Another common area key held in the Workshop will enable Members to access the rest of Boatshed without having a key holder physically attend the facility to open up.

THERE MUST BE TWO (2) OR MORE MEMBERS IN ATTENDANCE AT ALL TIMES. WORKING ALONE IS NOT PERMITTED

The Qld Check-in will be required to be completed along with an entry into a daily Log of Date, your Name and time in and time out.

We have a very small fridge in the Workshop for you lunches and drinks. Please don’t leave any excess food

or drinks in the fridge.

We have Council supplied bins on site. Bin collection day is Wednesday morning. So if you are there on Tuesday, put the bin(s) out. A chart showing the days for recycling bin will be in the kitchen area.

During the coming weeks, it is proposed that Ian Primrose, Ian Trail, Alex Malcolm, Jon Elcock and I will familiarise ourselves with our new equipment. Following this period, we will be conducting induction, and training, of Members in the safe use of the equipment. Some of us may have some or all of the same type equipment at home. However, you must be assessed as competent before using any piece of equipment. In summary, all members using the Boatshed Workshop **must undergo a brief general safety induction for attendance and a specific induction for each piece of machinery.**

The BCC have started on the changes that we suggested to the buildings. A new door is being installed in the Southern wall adjacent to the Association’s office. This will be the entry/exit to the Meeting Room and Office building. The fence line on the Southern wall of our Workshop is being re-aligned. This will allow Members to access the Workshop directly from Argyle St. The Breakfast Creek Boat Club area is undergoing extensive internal building work. A new door fronting Breakfast Creek in the BCBC area is also being installed.

Boatshed Bookings

The Association has established a booking system in the Members Only section of the WBAQ Web Page. Before you can use this booking system, you need to have registered your Username and Password at <https://woodenboat.org.au/wp-login.php?action=register>.

Once the Registration has been confirmed by the Site Administrator, you can access the Members Only Section by entering your Username and Password on the Home Page at <https://woodenboat.org.au/> and selecting Boatshed Booking Request.

This will open a page showing both the current and the following Months and a booking form. If you wish to make a booking, complete the required details. An email with the booking details is sent to the Boatshed Coordinator who will enter the details



into the Calendar and send a conformation email to you.

If a day is booked, you can hover the mouse over that day in the Calendar. A dialog box will open showing the confirmed booking details for that day. If the day is partially booked, check what equipment has been booked against what equipment you wish to use. If a booking indicates that a Member intends to use the bandsaw and you wish to use the router, you can continue with making a booking request.

It is hoped that the opening and running of the Boatshed will be without any major dramas. In the coming months there may be teething problems that we did not foresee. If you have any questions or ideas, please call me or email me. ***We will let you know when we are fully operational.***

Jim

WHAT HAPPENED AT THE LAST MEETING

Andrew Fielding of Anchorline Yacht Brokers is a man of many hats. Primarily he is a yacht broker but he is also chair of Boating Industry Association (BIA) and the Gold Coast Waterways Authority to name a few. He is no stranger to wooden boats, having grown as a child amongst the 19 or so that his father owned or built. The family has been involved in boating for 46 years and now encompasses 3 generations.

The BIA is the peak body representing the industry to governments for recreational and light commercial boating. The BIA run the annual Boat Shows with which we are familiar in Brisbane, Sydney and Adelaide. However, due to Covid, shows were not run this year. The BIA has 750 Industry members.

Some Stats:

- The Marine Industry turned over 8.3 bn dollars last year. – Up 11%
- It employs 27000 people
- There are 920,000 registered boats
- 2.5 million boat licences
- There were 18,500 new boat registered

- 13,000 of these were in Queensland

Andrew has been instrumental in the “**WAR ON WRECKS**” - a government funded project to remove derelict boats from our waterways.

Last year 885 derelict boats were removed - 525 by MSQ or GC Waterways and 360 resolved by owners.

There are currently 351 of interest (potentially derelict) 160 derelict and 191 at risk. These boats are an on-going and increasing problem as boats reach their end-of-life.

Some people are unaware of the cost of running and maintaining a boat and there is the Live-aboards who stay till the vessel sinks and they walk away. The cost of disposal is enormous – especially for fibreglass boats – landfill is generally the only option.

We have all seen the range of broken dreams as we paddle, row or motor the creeks.

He says that we could see tighter restrictions on licensing and vessel identification in the future.

It was a very interesting and informative insight into the boating industry by Andrew. Oh, he showed a few photos of wooden boats too – a bonus!

FOR ALL TIMBER LOVERS –

BRIBIE AND DISTRICT WOODCRAFTERS' EXHIBITION – Treasure from the Trees
Matthew Flinders Community Arts Centre
Sunderland Drive, Banksia Beach
Entrance Gold Coin

23rd -30th October 9am – 4 pm

31st October 9am – 12 noon

Shed demos and quality items for sale

Suggestion: Go on the 26th for Scott & Roseanne's Shed visit and slip across to Bribe for this show in the afternoon- See Calendar below

WANTED: Peter Jensen is chasing plans for a D4 Dinghy. They were free issue on the WWW If you have a copy, please Contact Peter 0423 377 951



CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2021

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

IT IS STRONGLY RECOMMENDED THAT MEMBERS CARRY PUBLIC LIABILITY INSURANCE TO \$10M WHEN PARTICIPATING IN MESSABOUTS (OR AT ALL TIMES WHEN USING YOUR BOAT FOR THAT MATTER) YOU ARE THE SKIPPER – YOU ARE RESPONSIBLE!

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 BB Big Boats Brackets () indicate possible but not reco'md

MONTH	TYPE	MESSABOUT	EVENTS
OCTOBER	M,S,P,R	<ul style="list-style-type: none"> Monday 18----Friday 22 Cootharaba Week Camp TUES 26th SHED VISIT 11am – Scott & Rosanne Garven at Moorina 	17 th Boaties Market Cleveland Showground
NOVEMBER	P,M,R P, M	<ul style="list-style-type: none"> Wed 10th West End, Bne River Paddle (see below) Monday 15----Friday 19 Elanda Point Paddle camp Fri 19th – 21st Horizon Shores Boat Show 	19 th – 21 st Horizon Shores Boat Show – We are on display
DECEMBER	P,M, P	<ul style="list-style-type: none"> Saturday 4th Logan River Paddle Saturday 11th Enoggera Dam Paddle 	



COMING EVENT DETAILS

Mark your calendar now.
Contact the Host if you are attending

17 th October	Boaties' Market the next Volunteer Marine Rescue BOATIES MARKET is coming to Cleveland Showgrounds on Sunday 17th October! Prices remain the same - vendors \$10 and buyers by gold coin donation! 6 am start with coffee and bacon and egg burgers available. Vehicle entry is via Smith Street by the Museum and pedestrians via the concourse off Long Street. Raffles and everything from a fish hook to a bay cruiser!
18 th – 22 nd October	LAKE COOTHARABA Monday 18----Friday 22 Cootharaba Week Camp Based at Boreen Point this is mainly a sailing event but it is suitable for motor and paddling. Phone Boreen Point Campground 075485 3244
26 th October	SHED VISIT at Scott & Roseanne Garven from 11 am at 17 Moorina Rd, Moorina (just West of Morayfield) Sausage Sizzle lunch Ph 0418 184 547 or 07 4596 7969 After go on to Bribie for the Bribie Island Woodies Exhibition – See Page 16 for detail
Wednesday 10th Nov	Orleigh Park West End Paddle - a paddle downstream from the launching pontoon alongside South Brisbane Sailing Club at the end of Orleigh Park, West End Start time 9 am Suitable for those with motors too
19 th – 21 st November	HORIZON SHORES BOAT SHOW – Date changed from Sept to now NOVEMBER. We are mounting a display of boats; constructing model boats with older kids; selling models for little kids and generally talking to people about wooden boats and WBAQ.



We need volunteers to set up, man our stands and to knock it all down afterwards.

**MESSABOUT
CO-ORDINATOR**

Home 07 3298 5394
 Mobile Darrell 0434 322 484
 Mobile Penny 0412 072 418
 Email drmlspiers@outlook.com

“SPARE” CO-ORDINATOR
Alex Malcolm 0439 064 929

Darrell says” Firstly I wish to thank all those members who planned and ran messabouts while I was incapacitated. I have had a good recovery, but I’m not allowed to drive as yet. So I may not be able to attend some of the planned messabouts”

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 \$5; Stick-on labels 50cents. Metal Plaques MkII \$10. **BURGEES** \$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

NEW! CATSPA W DINGHY 12'8" "iconic sailing dinghy “Prickles”

Good condition, built by Locky McLean in early 2000 marine ply lapstrake planks, steamed hardwood ribs, silver ash seats, hollow oregano mast, silver ash seats, sprit rigged, flip up keel and rudder. Trailer not included \$4800 Contact Scott Garven 0418184547 See Photos below



“PRICKLES”

NEW! WANTED – a BIG outboard Wanted 75 to 80 hp outboard
 Scott Eyre 0409 477 275
 (2)

Katie-L 24 foot Coutta Boat cira 1910. Clae 10-12 Fisherman engine, 2" Alpha carby. Fitted cover. Boat is on Top Gun galvanised tandem trailer with Powerwinch. Boat and trailer is not registered. \$6500.

16 foot FG Savage Nautilus with Yanmar YSE8 diesel motor on Top Gun single axle trailer. Neither registered. \$4400. Bill Rowland 0402 088 488 (2)



FOR SALE OUGHTRED GREY SEAL

I'm selling my Grey Seal, Ian Oughtridge, design double ender. Launched in 2010. *Pelican* is a beautiful little boat, won the "prettiest boat" prize in Port Adelaide. Marine ply over hard wood frames then sheathed in glass. Comes with a custom built trailer. I'm asking \$20,000 which is well below cost price. If any of your members are interested please call Brian on 0434343150. *Pelican* is located at Hervey Bay. 🇵🇸 (2)



NAVIGATOR TEMPLATES & BITS TO GIVE AWAY

I have templates of all the frames and other bits from the building of my Welsford Navigator (still in progress about 70% complete). If anyone intends building a navigator these would save many hours work and they are welcome to have them . (2)

Reini Duelberg Ph 0427 590 524 duelberg@bigpond.com

NEW! MIRROR 16 "LULUBELLE" is back on the market and here is a chance to pick up an original vintage Mirror. Glassed on the outside. Completely reno'd Ready to go. Red sails, furling jib. Bost stored under cover. Reg'd trailer included . \$3,500 Bill Johnson 0408 731 253 Located Yeronga

PUTT-PUTT LAUNCH FOR SALE.

12 'Putter – Refurbished hull with trailer. Fully rebuilt 3 hp Hornet Fully rebuilt WICO magneto. Nothing to spend. Ready to go- wind the strap around the flywheel and give it a pull. Putt...putt...putt.... \$3500 Contact Stan – 0435 125 074 (3)



PRICE REDUCTION Green Island Skiff Hull ready to be completed.(Trailer not included)For Sale \$500 **NOW only \$400 as a donation to WBAQ** Length 18 feet Complete with full set of plans. Check Advert below for suitable mast. These boats sail extremely well and have a shallow draft. We saw one at Cootharaba Messabout and its speed was impressive. The hard bit is done and you could be in the water in weeks **Phone Ian Mortleman 0413 457 656**





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