

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

THE LOG

Email: info@woodenboat.org.au
Web: <http://www.woodenboat.org.au>
P O Box 1007
HAMILTON CENTRAL 4007

AUGUST 2023

**"PEACE IS NOT FOUND IN CALMER SEAS,
IT'S FOUND IN A BETTER BOAT"**

Travis Meadows



TWO BOLGERT BOBCATS CAME OUT TO PLAY ...
The story of one inside

Photo Ian Primrose



Wooden Boat Assn Qld Committee

- **President** Jim Jones 0408 443 291
- **Vice-President** Jon Elcock 0413 945 377
- **Secretary** Mark Fort 0404 537 017
- **M'ship Secretary** Jon Elcock 0413 945 377
- **Treasurer** Alex Malcolm 0474 307 626
- **Webmaster** John Tennock
- **Publicity & Speaker Co-ord**
Malcolm Hodgen 0400 075 931
- **Committee** Ian Trail, Harry Beauchamp,
(Providores) Ian Primrose (Log Editor), Paul
Smith
- **Messabout Co-ordinator**
Phil Brown 0416 057 277
- **Community Liaison Officer** Ian Mortleman
0413 457 656
- **Merchandise** Leo Sines
- **Librarian** Ann Tennock
- **Log Editor** Ian Primrose 0491 120 888

Workshop

workshop@woodenboat.org.au

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

Providores 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 at Pt Talburp Nov 2022



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

FROM THE CAPTAIN'S CABIN

Back in April 2019 I remarked in this Column that it is also encouraging to see younger Members stepping forward to take on positions on the Committee. I know that it is a while before we will have our next AGM

during which all Committee positions are declared vacant and a new Committee elected. If you feel that you could contribute to the running of the Association, now is the time to start thinking about nominating for a Committee position.

In June, a new Member, Dick Reynolds, suggest that the Association should set-up a Facebook Group. With the vagaries of Facebook I could not change the WBAQ Facebook page to a Facebook Group. A new Group page

was set up and an invite sent to the 842 followers of the WBAQ Facebook page. To date the Group has 130 Members and growing every day. To join the Group, go to

<https://www.facebook.com/groups/woodenboatassociationofqueensland>

If you do wish to join the Group, please answer the three Membership questions otherwise the request will be rejected. I have had to reject a few requests due to the lack of answers. Alex Malcolm, Dick Reynolds and I will be moderating the Group. This Group is for posting photos, videos of your activities or asking a question pertaining to building or repairing wooden boats.

I have uploaded the Messabout Information Form to the Forms folder in the Members Only Page on the Association's web page. If you know of a location that would be suitable for a Messabout, please complete the form and send it to the email address on the form.

On 14th thru 21st October, we are having a Messabout at a new location at Lake Barambah, Murgon.

JIM

WORKSHOP NEWS

Since the Bobcat has been finished and launched, Ian Primrose and I have been sorting stuff and organising the layout in the Workshop.

We have decided to dispose of the 1100mm square workbench (on two rubber wheels) and utilise the other 1200mm square table. This one is more solidly built and is on four castors. The bench is listed in the Log "For Sale" section

Small timber offcuts have been sorted, but we still need to sort and organise the longer/larger timber.

The lathe has been moved to the SE corner along with the pedestal drill. This will free up the area next to the freezer for the storage of the timber offcuts and clamps.

The workbench, on which the drop saw is located, has been raised to the full height of the legs and moved closer to the door to the mezzanine area. This has allowed the dust collector for the drop saw to be rotated 90 degrees. Longer timber can now be cut on the drop saw.

Legs have been added to a pine table top. It makes a good lunch table.

The plastic fence on the router table will be replaced by a purpose built polycarbonate fence. I have designed and laser cut templates to build the new fence.

The installation of the security camera system has been finished.

We are looking to have more members meet and use the workshop. Perhaps we could run tutorial sessions e.g. Stitch & glue or group-build kayaks. If you have ideas, please let me know.

JIM



LAUNCHINGS



NAVAL flags meaning "Well Done"

Alex Malcolm launched his Bolger Bobcat named "Explorer" at Comsle
Report follows:



NEW MEMBERS
A hearty Welcome to:

Mr Richard Allom of Windsor

His Boat is called "Ballanda" a 33 ft 1968 bay cruiser built by Bert Ellis and that is just some of his boating history.

REPORTS

**MATHEW FLINDERS LANDING ON
COOCHIEMUDLO Is.
RE-ENACTMENT 16th July 2023**
Alex Malcolm



Macleay Island Tindarra Sailors (quite a few are WBAQ members) put in a good effort and had a flotilla attend the event. A few mainlanders participated as well. Two members even bought their bikes across, (via the barge) something special!

A recently launched Bobcat **Explorer** made her debut at a public event, arriving a bit later with **Y-Knot Wood** having sailed and drifted from Redland Bay some 4 nautical miles away.

The weather was typical for this annual weekend, glassy sea in the morning, a little breeze and a good wind to get home.

The re-enactment entailed a pseudo Mathew Flinders in regalia coming ashore on Norfolk Beach, taking a sextant reading and acknowledging the position.

Kathleen, the Bobcat (nearly an epidemic of Bolger boats) and **Not Duffers** (who rowed around the point) stood off while the gig brought the official party ashore.



The other boats rocked gently at anchor off Main Beach due to the falling tide. Thanks go to the able bodied helpers who moved the anchors of boats for the gawpers on Norfolk beach. Once the ceremonies were complete skippers and crew had lunch, hoisted sail, weighed anchors and made offing. This colourful event was worth attending for the historical perspective and camaraderie.



Ted (Edward) Jones, a RAAF WWII navigator and resident of Coochiemudlo determined from Mathew Flinders Log and notes that the “sixth Island” was in fact Coochiemudlo Island (not McLeay Is,) and this was where Flinders landed on July 19th, 1799, to take a sextant reading on what is now called Norfolk Beach. The celebration of this event has taken place since 1977 and Ted took the part of Mathew Flinders in the re-enactment for over 20 years. He died in 2012 aged 87.

Flinders small survey ship name the “Norfolk” was constructed on Norfolk Island in 1798 from Norfolk Island pine. The shallow waters of the Bay beat Flinders in finding a major river and it fell to others to find the Brisbane and Logan Rivers. From there he headed north, exploring and naming the Pumistone River (now “Passage” at Bribie Is) along the way.

In 1999 Bern Cuthbertson OAM from Tasmania, retraced all of Norfolk’s journeys in a replica vessel, constructed of Tasmania Huon and Celery Top pine. In 1999, the replica and crew participated in Coochie’s re-enactment and celebrations.

The replica Norfolk is now on display at The Bass and Flinders Centre in George Town in northern Tasmania. Well worth a visit if you are in Tasmania as it is an amazing vessel that brings to life the Flinders journey.

**PT TALBURPIN SAILING DAY
5th August 2023**

Twenty-nine boats of all shapes and sizes lined up for the start of the Pt Talburpin Family sailing day. At noon, they all headed down the Bay. The day was bright and sunny with a nice SE breeze to power the boats. Leo provided the rescue boat but his services were not needed in the perfect conditions.



Tony and Lynne put on a sausage sizzle assisted by helpers and prizes were allocated to the winners.



Dennis Smith from Why-Knot-Wood receives a prize for 3rd over the line from Tony

Pt Talburpin foreshore is a pleasant spot and as always this social event brings people together with a common interest in boating, Thanks to Tony and Lynne Harland.



LAUNCHING OF "EXPLORER"

It was an early start at Comslie on the south side of the Brisbane River to catch the tide at the right level.

Alex Malcolm turned up with his Bolger designed Bobcat that he had constructed in the Boatshed over the past months. Dick Reynolds also turned out to share the experience in *Kathleen*, a Bobcat he built and launched earlier in the year.

It was cloudy with a light breeze as the boats were backed down the ramp and released – one for the first time. There was no smashing of Champagne on it but it was declared to be called "*Explorer*" and that is what it did. The sun shone through at times.



The two Bobcats to'd and fro'd on the River, tacking, jibing drifting and sailing well for the benefit of a small group of onlookers who came to see the boat in action. It was a beautiful sight to see the sun shining through the sails.



We left them to play after an hour or so but they continued on beyond midday. It was the culmination

of an interesting build and the end result was most pleasing.

Happy is the man who builds a boat.

NEWS

"PENGUIN" RESTORATION AT THE QMM



The wonderful old pearling lugger "Penguin" at the Queensland Maritime Museum is undergoing a major facelift.* *read re-build

There is a huge number of photos of progress here:

[Penguin Restoration - Queensland Maritime Museum](#)

Just click on one photo and then scroll down.

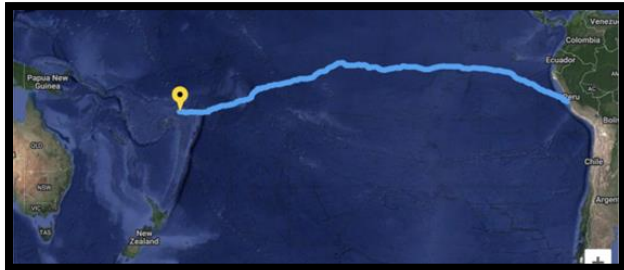
From the website:

The *Penguin* restoration work started in early 2022 and is expected to continue until at least 2024/25.

The restoration started on the port side of the hull, the area showing the worst signs of rot. More decay and damage was exposed as we slowly removed old waterproof sheeting from the deck, stripped paint from the hull and hammered out the concrete ballast. Timber is being acquired for frames, knees, planks, decks and spars.



TOM ROBINSON ROWS AGAIN



From his website:

After five weeks at Pago Pago in American Samoa, Tom commenced the third leg of his Pacific crossing on the morning of 1 July Samoan time. When he arrived in American Samoa from Penrhyn he was exhausted. Not only had the rowing been hard but he had suffered from a staphylococcal (staph) infection which led to infected open sores and swelling of limbs. Fortunately, appropriate preparation meant that Mahuta was able to obtain text-message-advice from a doctor friend in Brisbane who prescribed the correct medicine from his on-board first aid kit. Although the sores had healed by the time he reached Pago Pago, he was still suffering from the effects of the infection.

When he left American Samoa, Mahuta was feeling strong and looking forward to this third leg. He was fortunate to have moderate winds and currents that meant he could row south to a latitude that enabled him to pass close to northern Fiji.

Rather than trying to go south of New Caledonia on his way to the Queensland coast, Tom has elected to stay further north. While the shore team was not sure about this decision, they were pleased when meteorological guru Bob McDavitt suggested to Tom that he stay north where he could expect to experience better winds and fewer adverse currents. A beneficial aspect of this route is that there are likely to be fewer vessels in transit that need to be watched and fewer large fishing vessels.

READ MORE OF TOM'S PROGRESS HERE:

[Bonjour Mahuta — Tom Robinson \(tomrobinsonboats.com\)](http://tomrobinsonboats.com)

WEBWATCH: JACK de CROW ON THE GO (AGAIN!)

Review- Ian Primrose



If you haven't read the amazing 2002 book "The Unlikely Voyage of Jack de Crow" then you should. It is a fantastic, well-written and humorous story of a journey from North Wales to the Black Sea – a distance of 4,900 km in a Mirror dinghy – Not the 16ft one but the smaller 11 foot version.

Well, A.J. (Sandy) Mackinnon is off again 20+ years later to complete the journey. I reckon this bloke is just having a late-onset mid-life crisis! (Born on 1963 would make him now 60) He is picking up where he left off and is going from the Danube Delta to Venice in a Mirror. (Obviously it's the same one as the original was left with the Harbourmaster in Sulina on the Black Sea, in the hope it would be used by the local school.)

In the last chapter of the original book he muses over the possibility of keeping going on to Istanbul but decides not to after travelling 4900 km and traversing 282 locks. For 20 years he has apparently kept this thought alive and has now set out to fulfil it.

His journey log is on this website and there might another book on the way but maybe not as the book as-such has been superseded these days by the Blog. More reading of the current journey here:

[The Continuing Voyages of Jack de Crow – by AJ Mackinnon](#)

If you are interested in Mirrors here is the website that records 1156 of the beasts!

[Microsoft Word - 230722RollCall.docx \(mirrordiscussforum.org\)](#)

Ian P.



MY MEEETING WITH BEN LEXON

Ed Elcock

A brief encounter with a genius.

Bob Miller was a genius. It was probably not widely understood at the time of this encounter but in subsequent years, after his partnership with Craig Whitworth had dissolved, he had changed his name to Ben Lexcen and he had been a key player in removing the America's Cup from the New York Yacht Club, it was more widely known.

ONE SUBJECT I WAS FULLY QUALIFIED IN WAS "CAPSIZING"

This encounter occurred during the Flying Dutchman Inter-dominion Championships held out of Royal Queensland Yacht Squadron, Manly in 1966. At that stage, I had been forward hand on the FD "Will o' the Wisp" (skipper Herb Mitchell) for a few years (I was a late starter, my first sail was in 1964) and I was starting to get the hang of it. But one subject I felt fully qualified in was "capsizing".

"WITH THE MAST IN THE MUD...IT WAS VERY DIFFICULT...TO RECOVER THE BOAT"

"Will o' the Wisp" was similar in configuration to most FDs at that time in that it had large side buoyancy tanks. Built-in buoyance tanks are essential in any unballasted small sailing boat, but their distribution is important. The large side tanks of the FD meant that in a capsize, the hull floated high on its side in the water making it difficult to gain access to the centreboard to pull it up, and exposing a large bottom area (usually) to the wind. If the crew weren't quick there was a tendency for the boat to invert. In the water depth available in Waterloo Bay that usually meant the mast went in the mud. Once upside-down with the mast in the mud, it was very difficult for the crew to recover the boat. The usual procedure in those circumstances was to pass a jib sheet from the highest side over the inverted hull to a power boat and get them to pull the boat upright. If done carefully, the only damage was mud on the top of the mainsail, usually down to about the sail numbers. But if the powerboat pull was too hard, there was a very real risk of breaking the mast.

"WHEN THE BOATS WERE BACK...I WAS DOING MY USUAL STICKY-BEAK TOUR.."

Following one of the heats of the 1966 championships when the boats were back on their trailers on the

hard, I was doing my usual sticky-beak tour of the other boats when I came across "Whittler", the Bob Miller and Craig Whitworth boat, built with the usual side tanks. The boat had the tell-tail signs of an inversion – mud on the top of the mainsail. Bob Miller was on the opposite side of the boat to me, working on the boat.

"G'day Bob" I said, "have a bit of a bad day?"
"Yeah" said Bob "the capsize slowed us down a bit."

"And where you able to get a powerboat quickly to pull you up?" I enquired, knowing all about the situation and its fix.

"No" said Bob "I had to go down and pull the bastard out myself" and with that he walked around the stern of the boat and I could see that his legs were covered in mud up to his crutch.

I was dumbfounded. Never in my wildest dreams would it have ever occurred to me that a solution to the mast-in-the-mud problem was to swim down and drag it out of the mud, risking being tangled in the rigging and loose sheets floating around, not to mention the garbage likely to be on the bottom.

"Oh" I said "well all the best" and walked slowly away with my head full of images of what this bloke had done.

I suppose that attitude to a problem (mast is in the mud therefore pull it out) is one of the many reasons that Bob Miller was a champion and I wasn't.

Ed Elcock

TRAILER-GUNWALE HEIGHT

Ian Primrose

Back in 2005 I wrote a series of articles for the Log under an alias (Yes, it was me!). They were intended as flippant and tongue-in-cheek but some saw bits of them as sexist. 😞 (probably rightly so) In those day we did not have emojis to make one's intent perfectly clear.



However, the following article escaped critique and it is reproduced here prompted by seeing blokes leaning on the gunwale of Alex's Bobcat at the last meeting, discussing, criticising, and perhaps even learning.

So here it is – just don't take it too seriously! 😊

Here's some advice for all you young blokes thinking about building a boat. We are all familiar with length, beam, waterline length etc.

But there is a critical height you must consider and that is the height that the gunwale will finish up when the boat is on the trailer. This is known as "trailer-gunwale height". This is particularly important if the boat you are building is a wooden boat.

I bet you have never considered this and if you don't get it right you will live with regret it for the rest of your boating days.

The gunwale height must finish just under the armpits of viewers so that you and your mates can lean on the gunwales and gaze into the boat. Hours can be spent in this way, so comfort is important.

If you don't think this is important, join a group of old blokes and you will see that they all lean on the gunwales and gaze into the hull and talk about boats in general, not only just about the boat that is providing the support.

Some say that it is just a way of avoiding work but in actual fact, it is "therapy".

It is the male equivalent of the female quilting group. It is a male-bonding ritual known only to wooden-boat lovers.

It is just anti-social not to get this height right to give your mates the support they need. So put some thought into it, please.

FLOATING YOUR BOAT

LAUNCHING 101

If your boat don't float – undo the rear tie-down strap! Capt Thunderbolt Award contender?

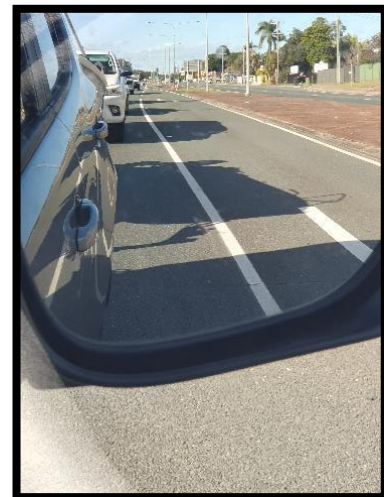


LEO GIVES US AN OLD TRUCKIES' TRICK

This is an old truckies' trick.

Use the shadow of your load in your mirrors to see if anything has moved on your trailer.

Of course it doesn't work in the middle of the day.



PT TALBURPIN FAMILY SAILING DAYS

Next event will be held on

Saturday 16 December - High Tide 2.56m at

- 12.30pm



ALTERNATE LAWS

Murphy's Law.

We all know of Murphy's Law – *"If something can go wrong, It will go wrong"*.

Murphy was not a bog-Irishman as one could expect.

This "law" was named after Captain Edward A. Murphy, an engineer working on Air Force Project MX981 in 1949. The project was designed to see how much sudden deceleration a person can stand in a crash.

It stresses that you should always have a Plan B.

Patrick's Law

Murphy was an optimist!

Law of the Bath

When the body is fully immersed in water, the telephone will ring.

The Coffee Law

As soon as you sit down to a cup of hot coffee, your boss will ask you to do something which will last until the coffee is cold.

THINK ABOUT THIS 😊

All things are possible except skiing through a revolving door

JUST FOR PUN 😊

The police knocked on my door last night. "Sorry for troubling you sir, but can we have a quick word?"

I said "velocity?"

WHAT HAPPENED AT THE LAST MEETING



Laurabada at the 2023 Australian Wooden Boat Festival

Photo Ian Primrose

Ivan Holm gave us an illustrated presentation on a trip to the Australian Wooden Boat Festival this year in **LAURABADA**.

First a little on the boat: Laurabada is 49ft – 40ft at the waterline and was built in 1947 by Ivan Holm Snr. OAM. She went on to participate in 47 Sydney – Hobart and 50 Brisbane to Gladstone races.

She has attended the AWBF in 2015,17,19 & 2023.

THE JOURNEY:

With wife Ann, Ivan set off the 1000nm journey to Tasmania. They work 2 hr watches when travelling at night – motor / sailing when necessary to meet destination times.

There are good well-spaced harbours along the East coast- Gold Coast, Coffs Harbour, Port Stephens, Jervis Bay etc. The Bass Strait crossing to Flinders Island is a 300mn leg

The journey takes 2-3 weeks with time out for ideal weather windows. Overall there were 7 x 24 hour passages.

Laurabada took part on the Parade of Sail that is a highlight of the AWBF on the Friday.

The festival for owners is a mix of talking to people, talking to people - repeat.

Following the festival, Laurabada explored the dramatic and pristine Tasmanian South coast, finding beautiful little anchorages and experiencing wonderful sunsets. One hazard to avoid is the Salmon farms!

Overall the intrepid sailors were away for about 3 months. What a journey!



CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2023

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
AUGUST	21 st – 26 th	Monday to Saturday Lake Cootharaba Week	5 th Pt Talburpin
SEPTEMBER	6 th – 10 th	Wivenhoe Dam. Camping at Capt Logan Includes a week end	
OCTOBER	14 th – 21 st	Lake Barambah Murgon.	
	28 th P	Ewan Maddock Dam Sunshine Coast	
NOVEMBER	16 th	Coochiemudlo Thursday sail HT 11.32	
DECEMBER	2 nd M,P,R	Aquarium Drive Hemmant to Bulimba Creek. One way – cars at each end	16 th Pt Talburpin
	Sun 17 th	Christmas Party at the Boatshed	



COMING EVENT DETAILS

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

MESSABOUT CO-ORDINATOR	Phill Brown 0416 057 277 Contact designated host for each event
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21st to 26th Lake Cootharaba Sailing week. Also suitable for motors and manual propulsion. Camping at www.noosaholidayparks.com.au
The Esplanade, Boreen Point Queensland 4565
(07) 5485 3244

6th – 10th September Wivenhoe Dam This Messabout is from the Wednesday 6th until Sunday 10th to give the workers a chance to participate. Sailing, paddling, rowing No 2 stroke motors. Speed limits apply.
campingwivenhoe.com.au 129 Logan Inlet Road, Lake Wivenhoe 4312 · 0428 310 740

14th – 21st OCTOBER Lake Barambah, Murgon. This is a new place for us to visit. Sailing Paddling & rowing 2 ½ hours from Brisbane
[Yallakool Caravan Park on Bjelke-Petersen Dam \(yallakoolpark.com.au\)](http://yallakoolpark.com.au)
Barambah Rd, Moffatdale
Phone: (07) 4168 4746
HOST John Walduck Ph 0428 555_811 johnwalduck48@gmail.com



WBAQ Supports the Pt Talburpin Sailors' Days as part of its activities.

PT TALBURPIN The proposed dates for sailing get togethers for 2023 are as follows:-

Saturday 16 December - High Tide 2.56m at 12.30pm

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. **BURGEES** \$15.



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 0418 781 755

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

FOR SALE- TO CLEAR

WORKBENCH WITH CARPENTER'S VISE

1100 x 1100 x 900H

Wheels one end for easy moving

**Very solid. Located Boatshed,
Argyle St, Albion.**

As is/ where is

Only \$50 Proceeds to WBAQ

Contact Jim 0408 443 291



MIRROR 16 "LULUBELLE" is back on the market and here is a rare chance to pick up an original vintage Mirror 16. Glassed on the outside. Completely reno'd Ready to go. Red sails, furling jib. Boat stored under cover. Reg'd trailer included. \$3,500 **REDUCED TO \$2,500** Bill Johnson 0408 731 253 Located Yeronga

wakmj.67@bigpond.com



GIVE-AWAY BOAT – LAZY E

Donor says: We would like to donate the hull of a Lazy E with mast and boom. It needs some TLC to the centre board, new sails and rigging. It was given to us free about 6 years ago with the intention of restoring it. We never got round to it, and I don't think we will now. TRAILER IS NOT INCLUDED
If you are interested send a brief summary of your intentions and reasons why you should have it to WBAQ Secretary secretary@woodenboat.org.au



TWO PARTLY COMPLETED BOATS

At the recent Barung Wood Expo in Maleny, I spoke to one of your members about the possibility of any interest by one or more members in completing and owning, or selling on the association's behalf, either or both of these craft. My husband is no longer able to finish them and neither of us (both in our eighties)are unlikely to go canoeing or sailing again. I have found the plans, one is an Iain Oughtred designed 'John Dory' and we also appear to have the plans for a Chesapeake light Craft Sassafras 12, a Charlotte Light Ply canoe and a Gloucester Light Dory. John no longer recognises them. However, photos of the boats as constructed so far are attached and I assume your members will know which is which. I would love someone to take an interest in them, rather than disposing of them in another way. We live in the Sunshine Coast Hinterland, near Montville. Joan Dillon Phone 5445 9165 0474 186 777 (2)



BOAT NAILS Etc FOR SALE

I have some brass chain straps and variety of Brass and copper nails, about 10.5kg, all from the 1800's, Justin Evans. Contact Phone: 0414 908 533

CARVEL DINGHY FOR SALE WITH TRAILER & MOTOR

Joe's Folly' is a 14 foot carvel planked dinghy built by Joe O'Neil from a Joel White design (Shadow - Design #13). The dinghy was restored by members of the Tweed Classic Boat Regatta Committee in 2017. Made from western red cedar planking screw fastened into steam bent ribs with stainless steel screws. Hull has been dynel sheathed. Sale includes registered trailer, Mercury 3.5hp 4 stroke motor, oars and anchor. Meg Contact Phone: 0412416427 megwynmckavanagh@hotmail.com



*Price is \$6000.00 - I am very flexible with the price, but I'd love to see her go to a good home.
Current location Annerley.*



FOR SALE – CELERY TOP PINE

I have some well seasoned clear celery top pine for sale, mainly rough sawn. It was sourced from Tassie about 40yrs ago. Sizes are 100 x 75, 125 x 25, 150 x 38, 125 x 50, with a few other dressed sizes. Lengths are between 2.7 to 3.6m.

If you have any members who may be interested, please feel free to forward my details on to them.

Contact Phone: 0414310157 Craig McElroy

(3)

BRASS BILGE PUMP Large capacity. Really solid. Lever action handle . Reasonable offer

Geoff Taylor
07 3345 7506

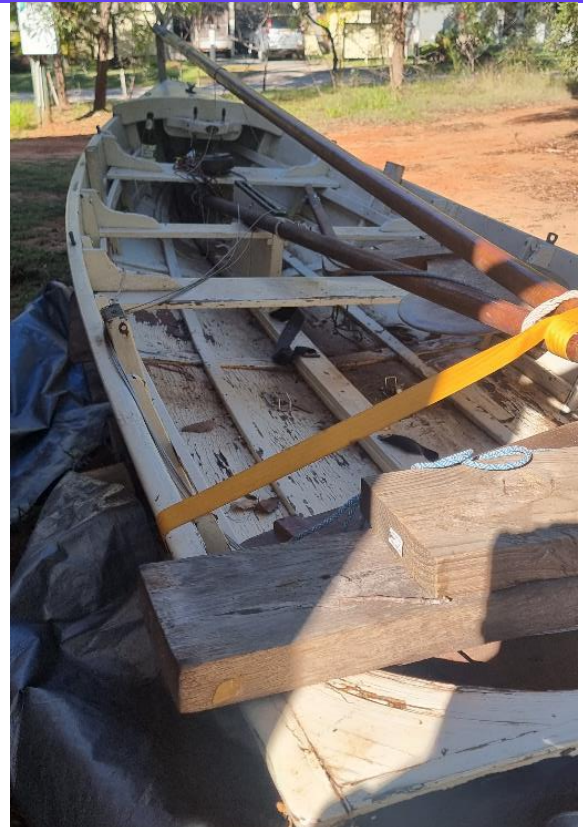
(3)

15' Classic style Dory FOR SALE

Built at Breakfast Creek by W. Hard. Complete with mast, sails and unreg trailer.

Appears in fair condition for a quick reno. Located Russell Island. To go for a small offer.

For more information Contact Bruce Legg 0487 547 521 bruceleggo47@gmail.com (2)





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Late addition to For Sale

For Sale by offer, off the beach trolley built for a 29er 4-5m racing dinghy but it is sturdy enough to be adapted to a road-going trailer or make a good basis for a moveable strong-back for your next boat-build or refurbishment. Beach style (non-road- going) wheels available.

Email request for photo

Malcolm Hodgen 0404 635 254

malcolm hodgen malcolm.hodgen@gmail.com