

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

OCTOBER 2023

"Boats, like whiskey, are all good."

R. D. Culler



Drifting on Wivenhoe Dam in light winds

Photo by 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 Talburpin Nov 2022



FIND US ON FACEBOOK AT

<https://www.facebook.com/WoodenBoatAssociationOfQueensland/>

FOR ALL THE LATEST PHOTOS, VIDEOS AND NEWS

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

FROM THE CAPTAIN'S CABIN

A couple of Sundays ago I had breakfast with the group of friends that I ride with while on board a Member's boat. We were tied alongside at Cleveland Public Jetty. While we were there at least five boats came and went from the harbour. There would have been a combined total of twelve people on board these boats including small children. Not one had a life jacket on including the elderly gent in his small tender and the children on the foredeck on a 15' aluminium boat while it was under way.

There are Regulations that state who, when and where life jackets shall be worn. But personal safety and risk management should be front and centre when children are on board or when boating alone.

Having a sign showing where the required jackets are stored may meet the Regulations, but they are of no use when a child has slipped overboard from the front deck; the wash from another boat has swamped your 2.1 metre dinghy or a whale has breached and landed on your canoe should a life jacket is not worn.

The period during which the Brisbane City Council has paid the fees and costs associated with the BoatShed has passed. Initially it was to be for the first twelve months but this was extended due to the flood in 2022.

I had a meeting with the Council Officers on Thursday 21st September during which the proposed costs were discussed. These costs cover planned servicing, unplanned maintenance, power, water and sewerage services. The Council were planning to meet with each Tenant individually and intend to organise a combined meeting of all Tenants in the near future. At this stage the estimated yearly cost are estimated at \$4914. The maintenance is the largest cost. I would like to see a method where the funds for maintenance, that are not used in period they were budgeted for, are be carried over to the next budget period.

The Association has been gifted a Lazy E. This is a Jack Holt designed 4.6m plywood dinghy. It is need of some repairs. At this stage, Jon Elcock has done some exploratory work on the hull. I have asked Tony Harland to do a survey on the boat and a plan of work. I would like to use the boat as a "project boat" for the workshop where we can organise work days to carry out the repairs in an orderly fashion. Saturdays should be included as a work day so our Members, who have work commitments during the week, can participate. This will be an opportunity for Members to discuss and implement methods of repair and restoration on plywood boats.

Jim

LAUNCHINGS



NAVAL flags meaning "Well Done"



In February this year John Hardy, one of the McLeay Is mob launched his renovated Core Sound 17, "Obsession".

John got the boat in poor condition. A previous owner had put in a deck fittings without sealant, causing rot. The rig was also very ordinary. John, who has built some big boats did a fantastic reno and replaced the rig as well.

John's story is below:



NEW MEMBERS

A hearty Welcome to:

Mr Hans Davncey of Glass House Mountains
His Boat is a Lillistone First Mate, "Gentle Ann" built at home over 9 months.
He has been on a number of messabouts.

Mr Robert Blackburn of Lennox Head
Has owned, built, and restored a number of boats, including a Norwalk Island Sharpie, a Ross lillistone flint, and a Handy billy motor boat, Pocketship "kermadec" that he currently is slowly renovating.

Darryl Chessher and Ms Zongxian Chessher of Kallangur
Their Boat, is a CLC pocket ship, built by Denman Marine Tasmania named **Ghost** with a white hull and white sails.

WEBWATCH :

RENOVATOR'S DELIGHT?

Leo found this one on the Web and he reckons – "One owner can see running, a few cosmetic issues".
Was it in the Trading Post?



In those words from the movie The Castle....
"Tell him he's dreaming!"

Here's an Oldie – Right Said Fred – by Bernard Cribbons. Could apply to some contemporary tradies.
[Right Said Fred - YouTube](#)
Thanks John Tennock

From Jim
Info on plywood.
<https://www.glen-l.com/wood-plywood-info/>

Here's a link to Australian timbers.
<https://www.glen-l.com/boatbuilding-timber-australia/>

STORIES

A TALE OF TWO ROW BOATS

David Micklethwaite.

Not long after I moved to Brisbane in 2010 I was sailing my Austral 20 (20 foot F/G trailer sailer) at Wivenhoe from the Captain Logan camp. I sailed off early one morning and when I returned to the camp site late in the afternoon I was surrounded by a fleet of beautiful wooden boats and members of the WBAQ. This was the beginning of a long and delightful journey.

I had been looking for a traditional wooden rowing boat for a while with no luck.
What I wanted was a traditional Whitehall skiff about 15 feet long. I didn't want to build one from scratch because I was uncertain about taking on a long project. Around the campfire at Wivenhoe the WBAQ members persuaded me that it was the only way to get the boat I wanted.

After a lot of Google searching and head scratching I chose Iain Oughtred's| Acorn 15. This boat can be used with two sets of oars and the plans include a sailing version. The build took about 5 months and the boat was launched in November 2011. The build is described in a blog at
<http://davesacorn15.blogspot.com/>.

Here we are at a WBAQ messabout at Cabbage Tree Creek in 2013.



Photo Ian Primrose

Years passed and other boats were built and used. The Acorn 15 was used often on the Brisbane River near my home in Bellbowrie because I enjoy rowing and needed the exercise. My Acorn 15 rowing boat has a fixed rowing position and I decided that it would be a good idea to try rowing with a sliding seat to get a more complete workout. One option would have been to modify the Acorn 15 by fitting a sliding seat. I wasn't keen on doing this because I didn't want to spoil the look of the Acorn 15.

While these ideas were going round in my head I came across the photo below taken by WBAQ member Ian Primrose. The photo is of a Classic Derwent Skiff designed by Allan Witt of a company called Row and Sail based in Tasmania.



Photo Ian Primrose

I liked the appearance of this boat which is configured with a sliding seat as shown. The rowing position can be moved forward and an additional seat added for a passenger if desired.

I bought a kit of all the plywood parts and built the boat in 4 months during 2018. The build is described in the blog at <http://davesderwentskiff.blogspot.com/>. The photo below is of my boat called Gerrid in the Brisbane River.



Sadly, in 2020, I sold my Derwent Skiff to a man called Glenn from Newcastle. I loved the feeling of flying over the water that came with the long oars and sliding seat but the rowing put too much load on my wonky back and the resulting pain was too high a price to pay for the pleasure obtained.

Towards the end of 2020 I decided to move from a 3BR house into a 2BR unit and all my boats had to be sold. I advertised the Acorn 15 and Glenn who bought the Derwent Skiff came back and bought the Acorn 15. Both boats had gone to a good home where I knew they would be used and well cared for.

Time passed and a couple of months ago Glenn told me that ill health had forced him to sell both boats and that the new owner and his wife would use both boats and look after them well. The new owner sent me a photo of the Acorn 15.



The End!



AN INTERESTING PIECE OF FLOTSAM

Ivan Holm

Early this year, Laurabada sailed south to join in the Australian Wooden Boat Festival and Ivan and ??? spent several months sailing the south coast of Tasmania, stopping in isolated bays of islands.

Ivan, at the September meeting showed us a piece of 'treasure' he recovered. Here is his story and photos:

"At Deal and Erith Islands in Bass Strait. I found the piece of ships timber with treenail in place in a cove on the southwest of Deal Island that was piled high with driftwood.

Needless to say I would have collected a lot more but for having to carry it across the island to the sheltered East Cove in which we were anchored".



The "treasure" from an old boat. How old? Who knows but it could be from a very old wreck,



With nothing in between Bass Strait and South America, the flotsam washes up on the western side of the Islands. Another place, the timber collects is Arthur River on western mainland Tasmania.



RENOVATING OBSESSION

John Hardy

Ian Kirk, who as you know has an eye for strange and unusual sailing boats, suggested I send the Log some information on the restoration of 'Obsession' my Core Sound 17. It is a cat-rigged ketch with rather flat sides and bottom. The sorts of things that can really turn some people on.

The boat was in bad shape when I bought it but I was quite confident I would have it sailing in about six weeks after patching up a rotten panel in the bow and replacing a hatch or two.

Of course my wife who knows boats and me very well laughed hysterically and reminded me of the boat builders' adage 'triple the time, triple the effort, and triple the cost'.



Of course this held true but after about six months of consistent effort and sanding with dust from one end of the house to the other an almost new looking Core Sound appeared from the garage.

The name 'Obsession' seemed appropriate. It started as a joke but just stuck somehow.

The project quickly turned from a 'patch up' job to a 'best I can do at the time' effort so the whole bow and forward deck was replaced along with new hatches and coamings.



Before



After

This was followed by a couple sand backs of the hull and repaint with Norglass two-pack. New masts were fabricated and new sails purchased from Switch Sails. Then more work inside the cockpit and a complete repaint as well.



The Crew from our local Tindara Sailors' dinghy sailing group helped with getting the boat off the trailer, so the trailer could be repaired, and after bribing them with coffee and cake

they came back for the rigging setup morning as well. Great team.



How many blokes does it take to change a boat?

After taking the boat out about a dozen times since launching I am completely happy with it.

An absolutely brilliant design. It is easy to launch, easy to rig, easy to sail, fast, comfortable, stable, has tons of built in buoyancy and can take several crew with ease. The Core Sound dinghies are designed by Graham Byrnes of B and B Yacht Designs in North Carolina in the US. Graham is from Australia originally and he designed the boats to race in the Everglades Challenge and other similar events in Florida and Texas. They have a very impressive record.

Recent additions include a mast head float, tabernacle on the main mast and prodger so we can set a jib for light weather windward work and small dangerous kite so we can find out if the mast head float works when it is pushed to the edge!?

More Stories...

**BRUCE McCONKEY WRITES ABOUT OUR
EARLY DAYS AT THE QMM
- See last pages of this Log.**



NEWS 6th October

Australian solo rower Tom Robinson rescued by P&O cruise ship crew after boat overturns in Pacific

The 24-year-old was found clinging to his upturned vessel after activating his distress beacon overnight. A young Australian man rowing between Peru and Australia has been rescued by a cruise ship carrying 2000 passengers after his boat overturned in the Pacific Ocean.

Tom Robinson, from Brisbane, was south of Vanuatu when his 7m, self-built wooden boat “Maiwar” was damaged late on Thursday night.

The 24-year-old activated his distress beacon before the boat overturned. The call was received by the New Caledonia Marine Rescue Co-ordination Centre and the P&O Pacific Explorer was tasked with the rescue.

“We have rough conditions, with our seas. Around three or 4m high waves,” New Caledonia Marine Rescue Co-ordinator Nicolas Chomard said.

The ship reached Robinson early on Friday as he clung to his upturned vessel before crew members pulled him on board.

“(I) think that was at about 6 o’clock their time this morning, and he rang us not long after that,” Tom’s dad Tim Robinson said.

The following month, he wrote that he “encountered a very large wave that tipped Maiwar on her side and flooded the deck and part of the cabin”.

“I designed Maiwar with a number of safety features in case of such events,” he said.

In December, he reported making landfall on Penrhyn, an atoll that is part of the Cook Islands that’s just over halfway between South America and the Australian mainland, 160 days after he left Peru.

He left Penrhyn in April and had stays in Pago Pago in American Samoa in June and Vanuatu in September. Robinson has not revealed how — and if — he will proceed with his rowing journey to Australia.

Source - Ch 7 News

He will be taken to New Zealand before returning to Australia.



Tom back at Brisbane Airport 9/10

More News

FROM THE WEB

Candela C-8 Electric Boat Smashes World Record, Covers 483 Miles In 24 Hours

The Candela C-8 set a new world record last week, by covering 420 nautical miles, or 483 miles in 24 hours over the in-land waterways around Stockholm.



Thanks to the Polestar battery, Candela claims the C-8 is the longest-range electric boat on the market by a wide margin, and probably among the more expensive ones with an eye-popping starting price of \$395,000 before taxes and fees in the Americas.

The Swedish brand claims that its boat has a range of 66 miles on a single charge and a cruising speed of 23 miles per hour. For the record run, the sailors cycled through 45-minute runs at a top speed of 31 mph between charges, for 24 hours.

For the world record, the C-8 used DC fast charging thanks to Northvolt’s mobile Voltpack battery and Plug charger.

Total electricity cost was \$127, whereas a conventional fossil fuel-powered boat would have cost \$1,483, according to the brand. A regular boat would have emitted around 3,935 pounds of carbon dioxide over 483 miles. The C8 emitted 99 percent less carbon dioxide – just 38.3 pounds, according to the standard Swedish electricity mix.



POINT TALBURPIN SAILING

Next event will be held on

Saturday 16 December - High Tide 2.56m at

- 12.30pm

JUST FOR PUN 😊

*There was a big paddle
sale at the boat store.
It was quite an oar deal.*

LAUNCHING AWARDS 2023

HAVE YOU BUILT A BOAT THIS YEAR?

Send details and good photo to
president@woodenboat.org.au

ASAP but before 30th November. Awards are made at
our Christmas party.

NEW BURGEES ARE NOW

IN STOCK

THESE ARE PRINTED ON BOTH SIDES AND
HAVE A STIFFENER INSIDE TO MAKE THEM
OUTSTANDING ONLY \$15

WE ALSO WE STILL HAVE A FEW OF THE
OLD-STYLE FLOPPIES – PRINTED ONE SIDE –
MADE TO FLY IN THE BREEZE

THESE ARE ONLY \$7 SEE LEO

WBAQ HISTORY

We are documenting the History of the WBAQ . If you
have past memories of the WBAQ, particularly pre-

year 2000, please record and email to Ian Primrose
imprimrose@powerup.com.au

THINK ABOUT THIS 😊

*My mate rang me and said:
"Meet me at the Vinyl Shop in
45".
I made it there in 33, which was
Record Time.*

WHAT HAPPENED AT THE LAST MEETING

IAN TRAIL gave us a talk on the Identification of
Timbers. Firstly definition:

HARDWOOD – Any tree that blossoms

SOFTWOOD- Any tree that sets seed e.g. cones.

Yes, Balsa is a hardwood!

The hardness of timber is determined by the Janka
Scale. To measure the hardness the pressure to half
embed a 11.28mm into the seasoned timber.

Ian passed around samples of some wood. We will
bring you the Janka scale next month.

Jim showed a **Mens' health video** made a truckie who
suffered a stroke and heart attack after ignoring
earlier symptoms. THE MESSAGE: Listen to your body
and ACT!

Alex ran a nautical quiz – 30 questions that we should
know – best score by 2 teams (a tie) was 23/30, All
good fun!

The Good News! Next month we will have a talk from
a representative from #M who is expected to tell us
about a new type of sandpaper and other stuff.

The Bad News: The rising cost of living has struck –
the BBQ hamburger with a drink will cost \$12 Extra
beer \$3. Still a bargain. The cost of the BBQ had been
\$10 since Ron Prescott started it in 2002.

Like Woodwork? See the best crafted Wood at the
Bribie & District Woodcrafters Sunderland Dr Banksia
Beach
21st – 29th October 9am – 4pm (9-12 on Sun 29th)



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
	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

28th October EWAN MADDOCK DAM . Paddling Day

Just up the Old Gympie Rd South West of and not far from the Caloundra Turnoff. Meet on the north side of the Dam at Mooloolaba Connection Rd

WORKING BEE AT THE BOATSHED THURS 12th OCTOBER to sort and clean out the loft.

8 am start because it gets hot up there. Volunteers needed. Contact Jim president@woodenboat.org.au

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

17th DECEMBER ON SUNDAY OUR CHRISTMAS PARTY AT THE BOATSHED

Details later- Mark your diary / calendar

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.

NEW DOUBLE-SIDED BURGEES \$15.

SINGLE- SIDED FLOPPIES \$7

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

WOODEN MOTOR LAUNCH – FIRST HOPE

A Phil Bolger designed Hope Lobster Boat built in 2003 by Ross Lillistone at Bayside Wooden Boats. 16ft x 6ft 4 in, cuddy cabin, glued lapstrake (clinker) hull construction
 Powered by a Yanmar 1GM10 diesel which produced 9.1 HP at 3600 RPM
 Forward/neutral/reverse gearbox 25 stainless steel fuel tank
 start with heavy duty battery
 galvanized trailer with fold away drawbar extension



I have owned the boat for about 5 years and it is a reluctant sale due to downsizing
 The boat uses less than 1 litre of diesel per hour at cruising speed \$7500.00 ono
 Please call Tom Malcolm for further information Ph 0468 440 651



FOR SALE : Antique Brass Chain plates, Originally from the Tripcony property on the Pumicestone Passage, approx mid 1880'S. Various sizes: 1/360mm, 6/250mm, 4/150mm, 1/180mm, 1/125mm. from \$35 - \$100 ea reasonable offers considered. Located at Glasshouse Mtns QLD.

Justin Evans 0414 908 533. indevansbldng@bigpond.com



FOR SALE : PUTT-PUTT 14ft on Trailer

Click on link below

<https://www.gumtree.com.au/s-ad/bongaree/motorboats-powerboats/wooden-putt-putt-14ft-bondwood-blaxland-pup-registered-trailer/1316559989>

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

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

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

SEE JIM's COMMENTS AT START OF LOG



PARTLY COMPLETED BOAT - MOULD ON BUILDING FRAME

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 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)

SOLD

SOLD



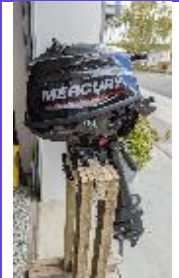
CARVEL DINGHY FOR SALE WITH TRAILER & MOTOR

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.

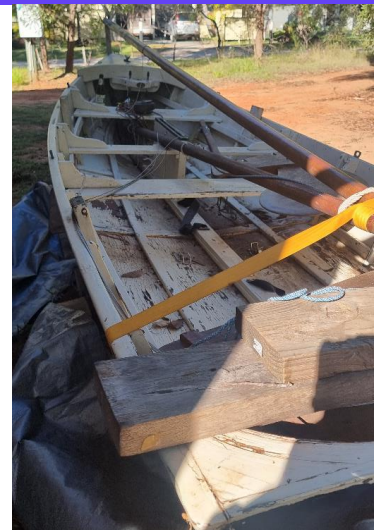


15' Classic style Dory FOR SALE

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 (3)



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.
- Purbond Single pack waterproof adhesive ideal for strip planking and joinery.
- Aquacote Water based high build epoxy primer and water based 2 pack polyurethane top coat. Very high performance two pack paints without the fumes and health worries.
- Cop-R-Bote antifouling. Copper metal permanent antifoul that really works.
- Fibreglass Woven and knitted reinforcement the widest range of weights and constructions.
- Timber and Plywood. Marine plywood and long length clear hoop pine, WRC and Kiri.
- Silicone Bronze and Copper fastenings. The largest range in Australia.
- Davey traditional bronze ship and boat fittings. Plans. We can supply a wide range of boat plans. Come and browse our catalogues. Save money with our material packages.

14 Dulwich St, Loganholme Qld 4129 Ph 3806 1944 Fax 3209 7711

Be sure to tell us you are a WBAQ Member to receive a 7.5% discount from Trade price

BoatCraft Pacific (Sunshine Coast) for Sunshine Coast boatbuilders! (Advertisement)

BoatCraft products now available ex stock from our Noosaville location

Bote-Cote Epoxy – Epoxy Glue – Purbond – Aquacote – Fibreglass – Timber – Marine plywood

Shed 3, 7 Bartlett St, Noosaville 4566 Tel 0405 385 194 (call to check opening times)

CARBATEC – 15% Discount for WBAQ Members



WBAQ AND QMM: RESTORATION HISTORY

Bruce McConkey

In February 1991, the inaugural meeting of the newly formed Wooden Boat Association of Queensland was held in the Painter's and Dockers' shed adjacent to the dry dock. The terms of the arrangements are not clear but conditions took a ripple within months when a request for a lockable cupboard was declined by the head of the Museum, a Dr McLeod.

However, around 2000, there was a closer relationships with QMM when WBAQ member Jon Elcock was the manager of the Museum. In return for rent free access, those WBAQ members who were interested in restoration work gathered at the Maritime Museum one Sunday every month to work on some of the boats stored there and restore them to display and sailing condition, BBQ lunch included, when many tall tales were told.

QMM had a wonderful collection of wooden boats, from the famous 18 and 16 ft. skiffs MG 3 and Fury, through putt-putt motor boats, right down to small training boats like Thorpe and Heron dinghies. However they were mostly quite unloved and were piled into one of the original wharf sheds and even some were stored in a cavern under the access road behind the museum. The challenge was irresistible, so the WBAQ members set about turning the collection into an attractive display with the added bonus of being able to put them back into use again at our Messabouts. But where to start??

Well obviously the best starting point was to fix the ones still in reasonable condition. A hard chine plywood dory was an easy job, only requiring cleaning up and repainting. This also led us into the large collection of outboard engines at QMM, so we started in on the Seagull engines, found some that still worked well, and set up the dory for use at WBAQ Messabouts.

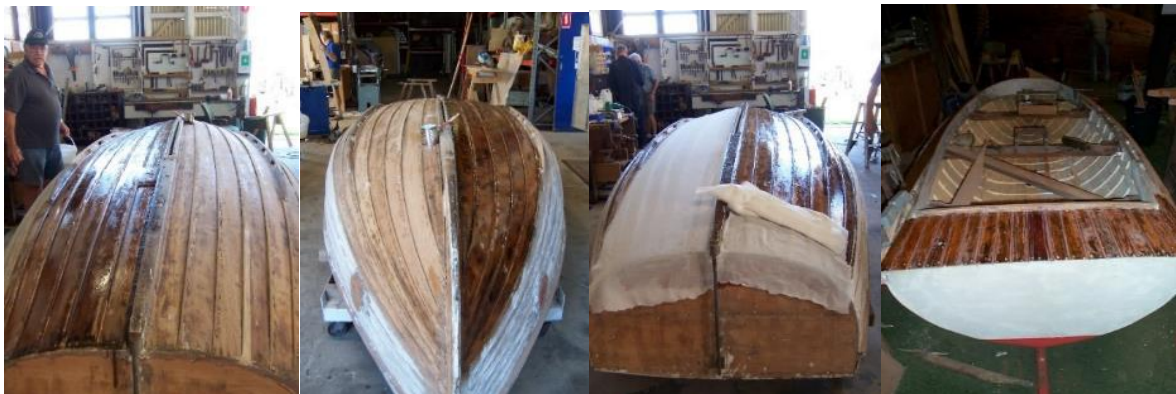




Next we tackled the Lazy E, a 15 ft Jack Holt design plywood dinghy because we discovered it had a full set of sails including a spinnaker. It needed renewing its deck and transom and generally cleaning up the hull, resealing it with epoxy and finishing it off with clear coating. It looked terrific and proved very popular at Messabouts at Lake Samsonvale.



With the various planked boat hulls stored away we developed much skill in the general restoration arts of finding filling and repairing cracks, broken planks, opened joints, warped planks, fibreglass sheathing, etc etc.



On a smaller scale our then President Bill Riggall's mission in life was to restore a Heron dinghy, strictly a single handed job since there's not much room in an 11 ft boat. Bill did a great job and we launched it at Colmslie in the Brisbane River. Bill passed away in 2015.



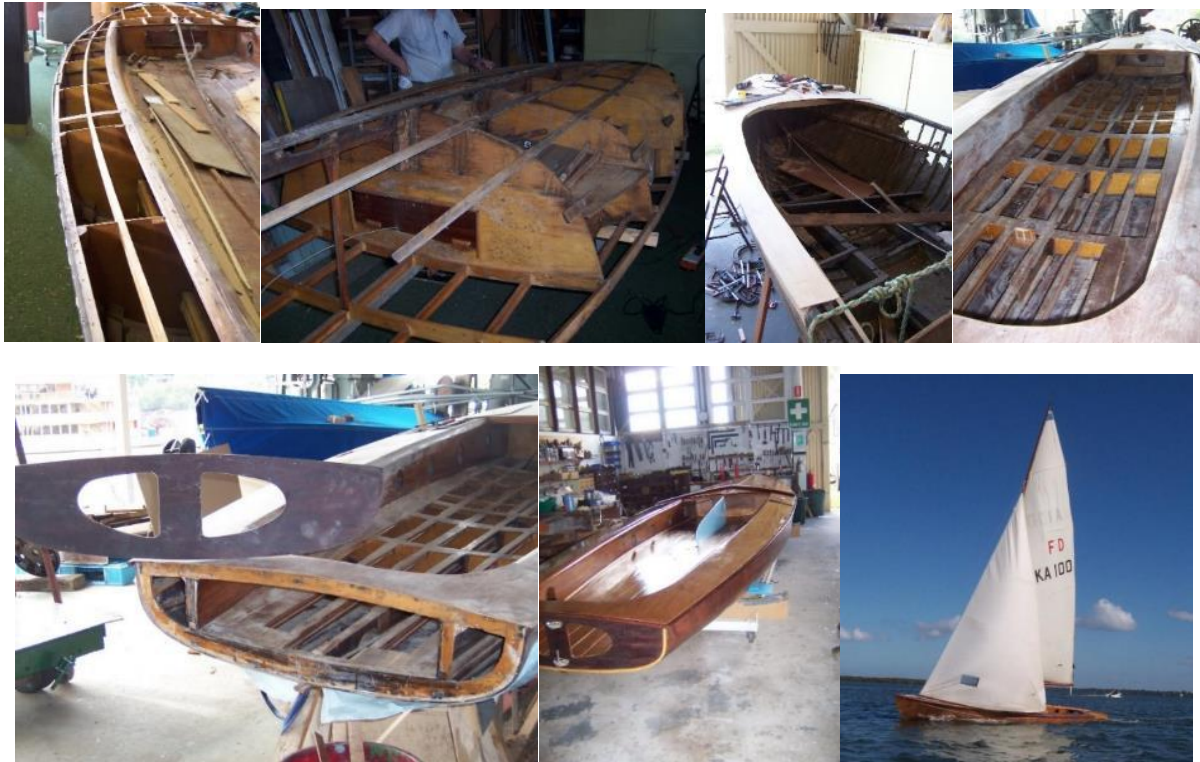
A typical traditional Queensland boat is the wooden surf rescue boat, though it was one vessel that QMM lacked. But we discovered one for sale from Gerringong Surf Club in southern NSW, towed it back to Brisbane, and donated



it to QMM. These boats were “cold moulded”, with strips of timber being glued over a frame to create the refined curved shape needed for fast competitive rowing in really wild water. After years of hard use some of that woodwork was coming apart, but we managed to get it all back together and eventually returned to Colmslie for a relauching ceremony. The boat had been originally donated by the RSL to the Dee Why Surf Club in Sydney, and we were delighted to receive permission from the RSL to use their logo and keep the boat’s original name.



Then we were ready for some of the real challenges, boats which required rebuilding due to rot or damage. The 20 ft Flying Dutchman “Big Secret” was the first candidate, mainly because our member Ed Elcock had crewed one in his younger days, so his knowledge was invaluable. Damage to the boat was quite extensive and required removal of the hull panelling to repair and replace frames, then rebuilding the deck and transom. Fortunately we located a good set of sails for the FD so in due course we had another rewarding sailing day, fortunately with quite gentle weather for the inexperienced crew.



Most of all we wanted to tackle those really great Brisbane boats, the 16 and 18 ft skiffs like Aberdare, Australia, MG 3 and Fury, which had dominated Queensland sailing for decades. Our first venture was to clean up the hull of the 18 ft skiff MG 3.



MG had remained hidden away behind the museum for many years so, amazingly, its hull was quite sound and just its coatings were deteriorated. Generous application of paint stripper from BoatCraft Pacific quickly removed all the old varnish and we finished up with a boat that looked better than new. Unfortunately no rigging had been kept for MG so we were left with a beautiful hull for display only.



Our biggest challenge however was Fury, the traditional 1930's 16 ft skiff owned by QMM. Fury was the passionate project of our member Jack Hamilton, the well-known Brisbane sailmaker who had crewed on Fury in his youth .

The acquisition of Fury is a long story. Fury had been bought by an American serviceman based in Brisbane at the end of World War II, and was taken home to California. Some decades later the Kolls family became curious about the boat, researched and discovered its significance, and very generously offered to return it to the Museum. Jack got the job of travelling to L.A. to confirm it, and sure enough it eventually arrived home accompanied by its owner Mrs Annie Kolls who presented it personally to the Museum. That was the start of a special friendship between QMM, Annie Kolls, and Jack, and Fury became a main display feature in the Museum as an example of those spectacular sailing skiffs.

Jack 's paternalism towards Fury absolutely prevented anyone touching the boat, until Museum management decided on a major display rearrangement and Fury was displaced to the shed in a rather run down state. Could WBAQ restore Fury to her former glory and sail again? After a lot of persuasion Jack finally relented and allowed us to start on the cleanup. Fortunately she was structurally sound, but we decided (were reluctantly allowed) to sheath the hull with epoxy/fibreglass for strength and stabilisation. Fury ended up looking and sailing just as she had before WW II, though we never attempted to rig her with anything like the rig in the traditional photos.



As a postscript we named one of the restored motor boats the Annie E. Kolls in honour of her donation, thus endearing the restoration crew to Jack and earning forgiveness for daring to take a sander to Fury's precious hull.



The putt-putt "Annie E. Kolls" was disposed of by WMM in 2023 as being "surplus" to their needs. It was purchased and has been restored to a working condition and the new owner brought her along to the 2024 Bribie Island Classic Regatta. He has collected spare parts for the Stuart-Turner motor but he is not sure if he will retain the QMM markings.

We were able to hold some open day displays to show off the restored boats as well as the private boats of WBA members, and these made for very colourful weekend ventures which proved to be great attractions to the Museum.



The working bees at the Museum were run by a dedicated crew with a few keen leaders. Geoff Taylor was a driving force as was Bruce McConkey who provided technical expertise on fibre-glassing. Mac Finch, Lyle Tweeddale and the late Dieter were regular attendees.

In 2004, a sign was placed over the Museum workshop, acknowledging the work that the WBAQ had done.

Looking back, the WBA working bees were very interesting and instructional days when we were able to discover and practice the special techniques involved in the construction and maintenance of quite a variety of small boats of a variety of ages and constructions, something that one could never do as a private owner of just one or two boats.