

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

THE LOG

**“Everyone has a hobby or his insanity.
Mine I believe is taking bearings for charts and plans”**

Francis Beaufort 1806 (of the Beaufort Scale for Wind fame).

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FEBRUARY 2023



AUSTRALIAN WOODEN BOAT FESTIVAL, HOBART

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, Ian Primrose (Log Editor),
Jon Elcock, Doug Graham
- **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 0401 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**

WE ARE BACK AT THE BOATSHED

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 at Pt Talburpin Nov 2022

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

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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

Since the last Log was published, a television news report caught my attention. The headline was along the line of an esky saving the lives of three people who had the unfortunate fate of their vessel being swamped and sinking. However, they may have been hanging onto a floating esky but the reporter forgot to mention the large yellow "blobs" surrounding each person – LIFEJACKETS. From the report, carrying an esky would appear to be more important than carrying lifejackets.

Having just arrived back from a very enjoyable Australian Wooden Boat Festival in Hobart, I was delighted to see the number of the on water participants who wore jackets. The notable exception was a couple, who did not have jackets on, sailing in a small dinghy between the rows of moored yachts. Maybe they had jackets on board but a moment's inattention could have caused one or both to end up in the harbour. Sure there were plenty of people on boats in the harbour to give assistance, but they were engaged with visitors.

I must congratulate the Organisers of the AWBF on a well run Event. Congratulations go to four of our Members who made the long journey with their boats to participate in the Event. Besides out Members, a big fleet of Brisbane based boats also made the long sea voyage South. No doubt the owners and crew will be enjoying the excellent sailing and cruising before travelling home. Over thirty of our Members and Partners flew or drove down to Hobart to attend the Event.

Next Month the Association will be holding our AGM. Under our Constitution all Committee positions are declared vacant. If you have a desire to help run the Association, nominations for a position on the Committee signed by the Nominee and two Members need to be sent to the Secretary by close of business on the 24th February 2023.

I have applied to Bunnings Newstead for approval to conduct two Community Sausage Sizzles in 2023. Bunnings have advised that Saturday 13th May is available to the Association. We will accept that date. These Sausage Sizzles allow the Association to

publicise the Association as well as bring in funds to cover some of our expenses.

Stay Safe, Jim

LAUNCHINGS



NAVAL flags meaning "Well Done"

None advised

NEW MEMBERS

A hearty Welcome to:

Peter Smith - TS16 'Hey Blue'

John Stokes

Brett Johns - Green Island 15

Brett Smith - 24ft Couta boat, 12ft rowing skiff

John Bowden and Kay Bowden - John Wellsford "Navigator"

Don Marshall

David Hansen

Kevin Boch

Don Cameron

John Hardy – Core Sound 17 'Obsession.

2023 SUBSCRIPTION

Membership fees for 2023 are now due
See January Log for details.

WEB-WATCH

Go boating without getting wet!

Using epoxy to coat plywood

<https://www.offcenterharbor.com/videos/how-to-use-epoxy-part-1-coating-plywood-for-paint-or-varnish/>

Motor Sailing for Old Dudes

It's not a wooden boat but a very functional design. A tour of Peggy Anne. Leo follows and recommends this blog

[Boat Tour of Peggy-Anne - YouTube](#)



Sheathing a plywood deck. From Wooden Boat Mag.

[Sheathing a Plywood Deck – Mastering Skills with the WoodenBoat School](#)

**UNDER CONSTRUCTION
Including
WORKSHOP NEWS**

Alex Malcom and (co-incidentally so is new member) Dick Reynolds are each building a **Bolger Bobcat**. Here is some of the progress.

DICK'S BUILD

Dick has added seats; the centreboard is in; the deck is framed and installed and the rudder is sorted.

Dick has forged ahead and by the time you read this, this boat may be heading for completion



ALEX'S BUILD

It's a landmark (that should be "seamark'!) occasion when you turn your boat over and Alex went **from this:**



To this :



The centreboard is now in and Alex faces the task of filleting and taping all the interior joins - that's more than 30m of filleting and taping.

If you would like to join in this build and learn along the way, Contact Alex on 0474 307 626. Working days at the Boatshed are generally Tuesdays and Thursdays

REPORTS

**AUSTRALIAN WOODEN BOAT
FESTIVAL, HOBART 2023**

Ian Primrose & Jim Jones

By Thursday most members had drifted into Hobart. Ivan & Anne Holm sailed in in style on Laurabada. That evening, we gathered at the Wooden Boat Guild meeting room at Battery Point for an excellent BBQ and get-together. We were well represented taking up two tables.





Friday was the start of the Festival and a lot of boats were positioned during the night to present a good display on Friday. The crowd built to watch the sail-past at midday where a hundred boats were out on the Derwent from small putt-putts to square-riggers. To mention a few, there was the James Craig, One and All, Duyfken, Enterprize, Lady Nelson and Windward Bound with sails set making a spectacular sight.

Two of our Members participated with Laurabada and Salty Dog joining the Fleet. All boats made their way into their allocated places, completing the jigsaw that was the Festival.



Friday night we had a dinner at the Ball and Chain Restaurant at Salamanca Place where 28 members enjoyed a good meal in an historic building.

Saturday there was plenty to do with 600 or so boats to look at; trade displays; working trades such as blacksmithing, carving, spindle-making on timber lathes, rope making etc and there was music aplenty from roving and stationary bands.

Members and their boats were well-represented with Richard Watson from Zilzie bringing Wandi; Doug & Niki Fielding bringing Salty Dog; Graeme Lynch had Moonshine and of course Ivan & Anne Holm in Laurabada.



One of the best displays was the dinghy and canoe display held in the Hobart City Hall. The mighty 18-foot skiff Britannia stood watch over Mirrors, Herons, Heavyweight Sharpies, all variations of Moths to the smallest canoe that were on display. All these craft were a testament to the skills and passion that the owners of these boats have.





Of course, the big attraction for the ladies was the Salamanca Market that seems to be a lot bigger than four years ago. Navigating the market one just got carried along by the crowd.

During the Festival there were Symposiums on a range of topics that ran for about an hour. Topics included; Pearling Luggers of Australia; Boats of Norman Wright; the Halvorsen Story and one of interest to us, The Future of Boatbuilding in Wood. There is concern amongst the Tasmanian boat builders that specialised timbers are becoming hard to get. The industry uses only 1% of the timber harvested. Clear felling is still occurring that destroys young growth specialised timbers. As the small timber is not financially viable, it is burnt.

The Show continued on Sunday and Monday with the same vigour and excitement. Monday in Hobart is a public holiday as Regatta Day. It's great to see a State that honours a boat race with a public holiday- so much better than stopping the Nation for a horse race!

The final event was the running of the Quick & Dirty where kids constructed boats of wood over a few days and covered them with painted recycled fabric. On Monday afternoon eleven boats took to the water in Constitution Dock for a race under paddle & sail with catastrophic results for some. All good fun.



An interesting statistic about the AWBF is that it contributes \$30million in direct financial benefit to the State and more than \$80m in indirect financial benefit.

If you haven't been to a Festival before, be sure to put the next AWB on your bucket list.

A JOEY PROJECT FOR BRIBIE CLASSIC REGATTA

We have been given an unfinished Joey dinghy by George Galea the WBAQ financial Auditor.

The boat will be finished off by us, rigged for sailing and in May next year then raffled to raise funds for the Bribie Classic Regatta.

Contact Ian Mortleman 0413457656 if you can help

WORKING ON PROJECT "SHEILA"

Work team consisted of:

- 1 manager.
- 1 from H R .
- 1 supervisor ,
- 1 construction foreman ,
- 1 team leader
- 1 labourer and of course, a photographer (for QA purposes)



SYLVAN BEACH, BRIBIE IS. *Phill Brown*

Saturday 21-01-23 the day of the Grandparent/ family/ come and try Messabout at the location above.

The weather prediction was acceptable to proceed and about nine members had expressed an interest in attending.



The 'Crew' from BACE (Bribie Aquatic Community Events) had come along to promote the Bribie Classic Boat Regatta, and had erected their gazebo and had means for boiling water.

One of our members that enjoys time on the water arrived on the Friday afternoon, and in the evening set up the boom tent on his dinghy, and later set about stacking up some ZZzzs and dreamtime. Alas, the wind strengthened (27 knot peak), water more than a bit of a chop, air mattress deflated, as was the Skipper, after lack of sleep and discomfort. When I arrived at the appointed time on Saturday morning, the aforementioned Skipper had already been for a sail, fully reefed and very uncomfortable and elected to retrieve boat to trailer.

The wind strength was still more than predicted and was blowing straight up the Passage onto Sylvan Beach. On shore was bearable, on water was not. I had launched and anchored the dinghy "Pussyfoot" and did not bother to step the mast, just left it rocking and rolling around for display.

We had a Putt-putt boat on static display, three more small dinghies arrived and elected, wisely, not to launch. A power boat launched from the opposite side of the channel and had no problems with the conditions.

Some of the members had rechecked the weather forecast and elected to not travel. The conditions did not ease.

One member whom had contacted me regarding come and try, arrived and was not disheartened, as another visiting member, that owns a different brand of dinghy, was able to spend some time relating pros and cons of various makes and models. Another visitor who follows our website arrived, and after talking with him, we were able to put him in contact with a Caloundra member, so he may be able to join with them to decide what sort of boat may be suitable for him.

So in all not a sailing day, but, not a wasted day.

As with all Messabouts the discretion of launching and participating is up to the Skipper. Safety is paramount.
HAPPY BOATING!

PEELPLY

Ian Primrose

Firstly, What is it?

Peelply or similar is a tightly woven fabric- basically a ripstop nylon or polyester material. Ripstop nylon can be purchased cheaply from the Ladies' equivalent of Bunnings, believed to be called "Spotlight" or you can get a polyester fabric from Boatcraft Pacific for \$11.19 per metre (With a width of 1524mm)

The finer the weave, the better the result.

Here's the blurb from the Web:

"Peel Ply," also called "Release Fabric," is a synthetic cloth that you drape over your epoxied surface as the epoxy sets up. Once cured, you can peel off the fabric, and what's left behind is a perfectly smooth surface that's ready for a quick sanding, or for the next round of epoxy. No runs, no sags, no low spots.

Not only is the surface under the peel ply nearly perfectly smooth, it actually has a texture that improves adhesion if you have anything else to stick to it. We use it here whenever we can.

What's it for?

After you glass your boat you lay the Peelply over the wet epoxy and work it smooth as possible with a squeegee or a roller. Once the epoxy has gone off the Peelply is peeled off (Hence the peel bit in the name). It is single use as it generally tears during the removal process and it is also saturated with epoxy. It comes off the set epoxy fairly readily.

It is said that its use leaves a smoother surface with the major benefit that it reduces sanding. Reduced sanding is an objective that we desire and cherish as it is nobody's favourite pastime.

Now I had never used it, believing that it was just another step and expense that could be eliminated and it would not work at all on lapstrake boats.



Working on Alex's boat we has some that was donated by Geoff Williams so it was decided to give it a go. Being a stitch & glue construction there was plenty of area where the Peelply might be beneficial.

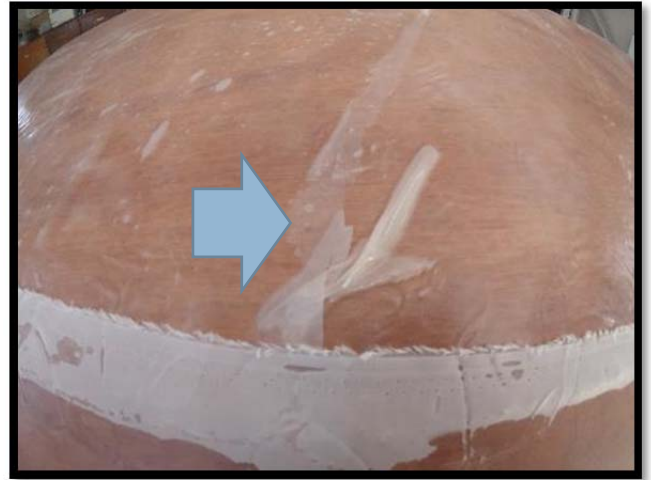


Peelply in action

The fabric was very light and it took a few people to get it placed on the sticky boat. It's not something to try outdoors in windy weather. It was stretched out and rolled onto the boat and then squeegeed to remove air pockets. It was however, impossible to remove all of them as the fabric does not stretch.

The result: Where the fabric made good contact with the epoxy, the result was extremely smooth and would require little or no sanding. Where there had been air pockets there were indentations left in the epoxy coating that had to be filled with thickened epoxy and sanded later.

Conclusion: Unless the surface being epoxied is flat (such as hatch covers) then our assessment is that it is not worth the additional expense and effort. In the time it takes to apply it offsets any benefit in not sanding. You may as well just bite the bullet and sand. Sorry about that – no shortcuts!



Air bubbles that could not be removed



The result is divots that will have to be filled and sanded

If you have had a more favourable experience with Peelply, please let us know.

Here is the process from 'experts' on the WWW. For interest

[Peel Ply for Smooth Fiberglass Surfaces : 8 Steps - Instructables](#)



DINGHY CAMP CRUISING MORETON BAY

Ian Kirk

An Extract from The Dinghy Cruising Facebook page. For the full version and lots more (including maps) go to:

[Dinghy Cruising Australia | Dinghy camp cruising the Redlands Coast, Moreton Bay, Queensland | Facebook](#)

Dinghy camp cruising the Redlands Coast, Moreton Bay, Queensland.

This is a wonderful, diverse location to camp cruise by dinghy with many anchorages and a few camping ashore locations.

A map is attached that shows these camp locations as part of the larger cruising area that extends to the Gold Coast.

There are boat ramps at Cabbage Tree Point, Redland Bay, Victoria Point, Cleveland and Wellington Point that provide access.

Blakesleys Slip on Minjerribah (North Stradbroke Island.) is effectively the centre of the cruising area. It was reputedly formed when the wall of a mineral sands dredge pond collapsed creating a sandy beach where there were previously mangroves. Subsequent planting with indigenous trees saw a shaded camp area provided beside a beautiful sandy beach.

The only facilities are rubbish bins. A composting toilet would be a wonderful addition and would assist with protection of the natural environment. This would then provide similar visitor amenity in the Naree Budjong Nara National Park to what exists at Teerk Roo Ra National Park.

Apart from us recreational visitors, the Blakesleys Slip campsite is regularly used by organisations such as 'Blue Peter, The Sailing School' that annually conducts up to 15 sailing and camping expeditions for up to 20 youthful participants at a time. See their website www.bluepeteraustralia.com for detail of the great works they and do to develop our future adults.

This anchorage/campsite provides protection from winds from the south-east to the north-east unlike Horseshoe Bay on Peel Island) which can become risky in a southerly change. A day visit to Horseshoe Bay with its' delightful clear water and long sandy beach

may be a better option and one of the many that can be enjoyed if one chooses to use Blakesleys as a camp ashore base.

Others include Macleay Island. Coochiemudlo, Lamb Island Karragarra and Russell Island. The last has an existing camp- ground within the park at Sandy Beach on the south -east tip. Hopefully, there will soon be a trial of camping at Sandpiper Beach on the western side of Jencoomercha.

These developed islands offer shopping, fuel supply, walks, dining locations, toilets and access to drinking water.

Much has been said of the impact the Covid-19 pandemic has had on the wellbeing of the public. So, with this denying Australian citizens the ability to enjoy oversea travel, many are purchasing caravans and boats to travel locally.

Well, we dinghy cruisers know the joy of the sound of a tacking sail, the vision of wind ruffling the sunlit water and a hull slapping on the water, the crack walks on natural beaches. With all this in the company of amazing bird and sea life, is there any better way to improve one's mood and joy of life?

TRANSPORT INFRASTRUCTURE REGULATION

This is an opportunity for us, as users of the marine infrastructure and facilities, to have a say in the proposed changes to the Regulations.

The Transport Infrastructure (Public Marine Facilities) Regulation 2011 is due for review. The Regulation must be reviewed every 10 years to make sure that it is still current and relevant. The Government is inviting us to have a say about the proposed changes to the Regulation.

The survey will take around 10 minutes, depending on how much feedback you wish to provide. You can skip questions or provide extra comments if you wish.

An overview of the changes;
[Proposed changes to the Transport Infrastructure \(Public Marine Facilities\) Regulation 2011 | Your say | Queensland Government \(getinvolved.qld.gov.au\)](#)



Click on the link below to access the survey.

Online Survey

[Remake of the Regulation consultation survey | Your say | Queensland Government \(getinvolved.qld.gov.au\)](#)

NEWS

JUST HAVING A BAD DAY?

Angler mistakes rod holder for boat's fuel tank; 'expensive mistake'

A fisherman in Australia made a costly blunder when he went to fill up the petrol tank of his boat at a 7-Eleven in West Pennant Hills, NSW. He mistook a rod holder for the petrol tank, and the end result was not pretty.

With the nozzle securely sitting in the rod holder, 231.46 litres of petrol poured onto the floor of the boat and into the bilge, as reported by Yahoo! News Australia.

The total cost? \$536.76.

JUST FOR PUN

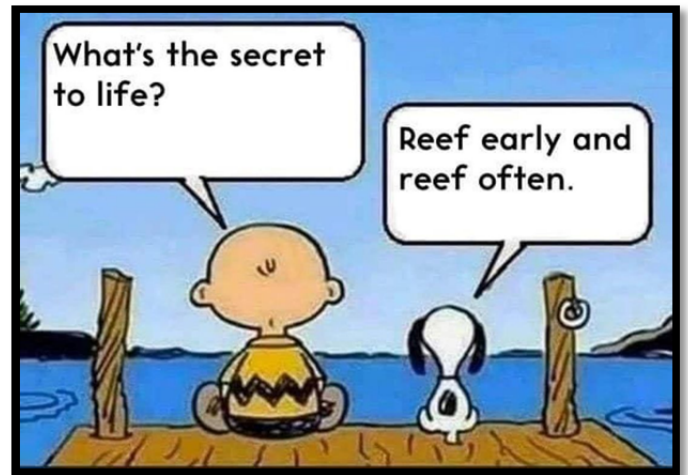


Now that I've sold off my entire Dusty Springfield record collection, I just don't know what to do with myself.

THINK ABOUT THIS 😊

If it jams, force it.

If it breaks then it probably needed to be replaced anyway.



Thanks, Ian Kirk

WHAT HAPPENED AT THE LAST MEETING *Malcolm Hodgen*

Continuing the theme of Electric Boats as reported in the "LOG" over the past 2 months, Mark Fort represented his February 2010 talk on Electric Boats. The intention was to highlight the changes in technology and application over the past 13 years.

The presentation discussed the various technologies for motors and batteries. Focusing on inboard drives, Mark's research showed that while electric boats have become somewhat more common, costs, by and large, have not gone down. Mark's research showed that costs for motors and controllers were similar the cost of lithium batteries was rising.

The presentation illustrated the practicability of low-speed displacement boats. An example being "Hauti" that, with the addition of solar panels, has almost unlimited range.



SABRE

Ashley Wilson

While on a recent trip to Tasmania in November last year, I took a little bit of time out of our busy travel schedule to visit the beautiful little town of Cygnet. It wasn't simply to visit this idyllic sailing area but included the chance to meet up with the Heavyweight Sharpie "Sabre" along with her custodian and saviour Gordon Stewart. Previously, I had only communicated with Gordon via the internet and only seen photos of "Sabre" to this point.

Gordon resurrected "Sabre" from a certain death after he managed to rescue her from a shed in Wagga Wagga. She is beautifully restored and is sailed regularly out of Cygnet. She has also been to and displayed at the iconic "Australian Wooden Boat Festival" held bi-annually in Hobart.

A number of Heavyweight Sharpies have surfaced around the country of late and are being restored and once again sailed.

I am currently pursuing any Heavyweight Sharpies in an attempt to get more representation of these iconic wooden sailing boats in sailing events. I am thinking locally but hoping nationally.

I have been gauging interest from current owners and have spoken with a representative of the Queensland Sharpie Association. They are keen to see the Heavyweights participate in their events.

My own boat "Native" will be ready for events this year including the Bribie Island Classic, the Noosa Gaff Regatta and The Gaffers Race at Shorncliffe. Our goal is to see Heavyweights compete alongside the Lightweights in the Monomasters Regatta at Lake Cootharaba in 2023.

If you happen to know of any Heavyweight Sharpies anywhere, in any state of repair or would like more information please contact me at wilsonsby5@hotmail.com or via the WBAQ.





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
FEBRUARY 2023	18 th P 25 th P,S,M,R	Paddle Lake Kuwongbah Sailing /motoring at Victoria Point or Redland Bay Launch site to be advised closer to day, either Redland Bay or Victoria Point. High tide 1320hr	
MARCH	11 th P 25 th S	Euan Madock Dam Pt Talburpin Sailor's Get-together	Pt Talburpin Sailors get-together
APRIL	7 th -10 th S,M 15 th P,R,M 29 & 30 Apr 1May	Easter at the Sandy Straits Breakfast Creek to Northshore on Bne River Maleny Wood Expo Boats on display & Kid's Activities	Maleny Wood Expo
MAY	19 th -21 st 23 -	Bribie Regatta Camp at Mission Pt (following Bribie Regatta)	
JUNE	5 th – 9 th 24 th P,R,M	Tweed River Week from Boyds Bay Southpine River to Northpine River & return	
JULY	8 th P 23 rd	Lake Samsonvale (no motors) Flinders Day at Coochiemudlo	
AUGUST	TBA	Lake Cootharaba Week	



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

18th FEBRUARY - PADDLE DAY at LAKE KUWONGBAH

Go through Petrie onto Dayboro Rd. Turn right into Beeville Rd There is a nice little park at the bottom for launching. There is no ramp but good paddling water.



25th FEBRUARY 9 am on the water SAILING / MOTORING VICTORIA POINT OR REDLAND BAY depending on Wind Launching spot will depend on conditions - HT 1320Hrs 2.07m

Tides are good. **Contact Phill Brown 0416 057 277 if you are a starter for this one to determine start location**

11th March EUAN MADDOCK DAM This is a new location for a paddle. Located just south of the Caloundra turnoff on the Old Gympie Rd Access via the northern side of the Lake Host Ian Kirk. (07) 3409 5886

April 7-11 Easter Sandy Strait from Boonaroo, host Dennis Smith Ph 0402 222 852.

29April – 1May Maleny Wood Expo. We will have boats on display and we will run activities for kids. This is a great show for lovers of wood and all that goes with it. Wooden pieces on display. If willing to display boat, contact Phill Brown 0416 057 277.

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 25 March - High Tide 2.08m at 12.22pm

Saturday 5 August - High Tide 2.05m at 12.48pm

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. 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 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

BUILDING FRAME FREE

I would like to donate a very well-constructed strongback that I have used to construct a Guillemot Dinghy (Oughthred design) To someone that is planning to construct any small boat up to around 12 ft long. The attached photo best describes the strongback. Also if interested I have a full set of building frames for the Guillemot to donate.

Pick up at Wellington Point.

Contact: Peter Sutherland

38225030 / 0414186680





Peter built this boat

RELUCTANT SALE – Motor Skiff “ SATURDAY MORNING “

“Saturday Morning” is a ply and epoxy displacement speed dinghy fitted with a 6hp outboard motor, and folding canopy, launched September 2018. The boat is on a Top Gun brand tilting trailer on a custom built cradle that allows easy launching and recovery. The boat is registered (concession) to 12th December 2023 and the trailer is registered to 8th May 2023.

Hull dimensions are length 5.00m (16’ 5”), beam 1.90m (6’ 3”), weight of boat, motor and fuel tank approx. 285kg, Towing weight of boat on trailer approx. 475kg. The trailer is unbraked.

The motor is a Suzuki 6 hp long shaft four stroke (model DF6AL), purchased new in December 2018. It has low hours and has been serviced at the specified intervals by a Suzuki dealer. The motor has a build in fuel tank plus a connection for a separate fuel tank.

The boat has evenly distributed foam filled buoyancy chambers and adequate storage in the side seats for picnic or camp cruising gear. There is additional storage in the bow. There is separate storage in the rear for the motor’s fuel tank and for spare fuel containers. The canopy is stowed folded down for towing and is easily erected either before or after launching. There is standing room under canopy. There is a main anchor in a dedicated anchor well in the bow, and a smaller stern anchor in a storage recess at the stern. **Inclusions are:** a pair of 2.1m oars; folding padded removable seat to the forward thwart; tiller extension; seat cushions for side seats; fire extinguisher; 4 fenders; fuel tank for connection to the motor; 2 reserve 10 litre fuel containers; 2 anchors with chain and rode; 2 screw in sand holdfasts; canopy; bailing bucket; tow rope.

Location is Westlake Qld 4074, contact Ed Elcock on 0400 885 103 or edwardelcock2@bigpond.com . Asking price is ~~\$5,000.00~~

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(3)

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