



WOODEN BOAT
Association of Queensland inc
Celebrating the diversity and enjoyment of wooden boats.

THE LOG

Wooden Boat Association of Queensland Inc
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AUGUST 2014

*One ship drives east and another drives west
With the self-same winds that blow,
'Tis the set of the sails and not the gales
Which tells us the way to go.*

— Emma Wheeler Wilcox, Winds of Fate



Top – Brisbane River Carrington Trip - Photos Steve Ainscough
Centre – Flinders Day - Photos Ian Primrose
Bottom – Crowd at Bill's Open Shed Day - Photo Jon Elcock

WOODEN BOAT ASSOCIATION OF QUEENSLAND COMMITTEE

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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.

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

Regular Meetings & Activities

Meetings are held at 7.00 pm on the second Tuesday of the month (except January) at the Queensland Maritime Museum, following a BBQ at 6.00pm. Bring along your plans, projects and problems for group attention. Don't forget something for **SHOW, TELL & ASK**. The Committee meeting is held at Queensland Maritime Museum at 4:00 pm

prior to the BBQ meeting. Workshop Working Bees are on hold until further notice. Entry to the Museum for meetings and workshop days is off Dock Street, via the emergency vehicle gate between the cycle path and the old timber Dock building. Use intercom for entry. Messabouts are held monthly. For details of these and other wooden boat events, refer to the calendar of events later in this newsletter.

Editor's note

We welcome contributions to the Log on (wooden) boating subjects. If you wish to have an item placed in The Log, please send it to me by the deadline of midnight on the second Wednesday of the month. It will be included in that month's copy subject to space available. Items should be presented in Microsoft Word format, single column with photos following the text. Don't try anything fancy such as text wrapping etc as it may not suit the format of the newsletter. Please keep files to a reasonable size

Compress or resize photos to 2mb (medium) which is sufficient resolution for the Log.

Please send your articles to
imprimrose@powerup.com.au

Ian



From the Captain's Cabin Mark Fort, President



Ed Elcock has made a significant contribution to the WBAQ as Log editor and long-time treasurer. He also has significant boating experiences and we are happy to present his story this month.

The Maritime Museum is running their very successful Pirates' Week again in the September School holidays. The kids and those running the event have a lot of fun. If you can assist, contact the Museum for details.

Bill Rowland's open shed day last month was a huge success with 30 members attending.

Thanks to Bill & Margaret for their hospitality!

Safe & happy boating – MARK



What happened at the last meeting...

Andrew McKenzie gave a stimulating talk on the "Long-tail Boats of Thailand". Made from sawn timber with frames of 6" timbers, these boats are powered by Honda diesels counter-balanced on the stern. A 2½ m shaft drives an aluminium prop. Without any guarding, these devices are not OHS friendly!

Members' projects

Please update your progress regularly – we are interested.

Peter Jensen has built an Iain Oughtred **AUK** (8ft). Weighing just 25kg, it is almost finished and a launching is imminent.

Ian Primrose is also building an **AUK** Gunwales on – fitting out.

Ron Prescott is building a 14'4" stitch & glue CV16 from Bateau Boats. Hull is being glassed.

Geoff Williams is well into building a Selway Fisher stitch & glue dingy that he intends to car-top.

Chris Treloar: Jim Michalak design
Still sanding away...

Allan Tomley: 8.3 metre folding & trailerable catamaran. Hatches now made – work continues on this massive project. Also Reno-ing a **Hartley** inbetween while waiting for glue to dry.

Paul McShea is building a Ross Lillistone Design and is now pondering which sail configuration to use. We should see a launching soon.

David Thierens is building a classic Riviera and has just turned it after 7 years working on it. He says it has been a most enjoyable project but working gets in the way. It will have a marinised high-torque 350 Chev V8 with PMC transmission with a 4 blade prop and cast bronze rudder. It has mahogany frames and stringers with cold moulded mahogany strip planks on the outer layers.

He is currently looking for a nice period steering wheel.



David's Riviera - before turning
(Invert this page to see what it looks like after turning. ☺)

LAUNCHINGS Congratulations to:



Alan Delac launched his 5.3m (beam 2.5m) Jarcat "**Barbara**" on the 6th June.

Alan wanted to build a motorboat with a generous cabin space for overnight stays with his family, but it had to be small enough to build it in his garage. The original design is a Jarcat 5 sailboat designed by Ross Turner. It took 3 years to build it, working on it part-time.

The spacious cabin has one double bed and two 3/4 berths under the cockpit seats. This is a pure motor launch, powered by a Honda BF20 long shaft with remote control to the cabin giving a speed of 13 knots.

On its maiden voyage, Alan got it planing at 7 knots and speeds up to 10kn without using full-throttle.

Alan made quite a few changes to the original design and has produced a high-quality, spacious family cruising boat.

Congratulations, Alan



Alan has put a brief video on Youtube showing the boat's performance:

<https://www.youtube.com/watch?v=CDmjIsrYjZE>



Webwatch – Go boating without getting wet Ian Primrose

Press "ctrl" & click on link or copy
and paste into your browser



<http://smallcraftadvisor.com/s/seaworthiness-test>

Small Craft Advisor has an online test (created by author John Vigor) to evaluate the sea-worthiness of your small boat – Click on the link on this page to take the test.

<http://www.scribd.com/doc/36510579/Guillemot-Kayaks-Plans-Catalog-2011>

Something different – Plans for kayaks in strip plank, stitch n glue and hybrid builds as well as small boats. Smart looking and functional if you are into minimalist boating.

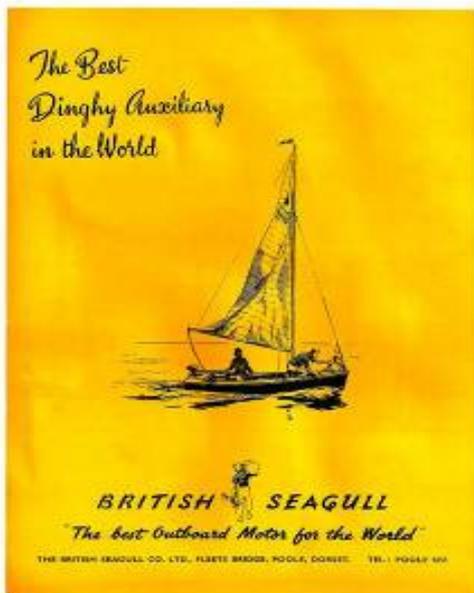
<http://www.woodenboatguildtas.org.au/newsletter.php>

This link takes you to our sister (or is that "Bro"?) organisation - The Wooden Boat Guild of Tasmania newsletter "the Skeg" – updated monthly



THE SEAGULL'S NEST Nostalgia - Ads from the past

Circa 1957



Mac in a Hat
@ Flinders Day
Photo by Ian Kirk

REPORTS



BRISBANE RIVER MESSABOUT 12th JULY Steve Ainscough

There was small, but enthusiastic group who travelled the approx. 7 km between Long Pocket, Indooroopilly and Carrington Rocks at Corinda.

John Morrison elected to launch at Carrington and paddle downstream to meet up with the rest of the fleet, and then travel back to Carrington in convoy. Bill Johnson was without crew this time and took his Joey Pram to row, with auxiliary power for the return trip, as did Ron Prescott with his sleek power canoe. Kim Pollock was there with his sleek surf ski (I am not sure what species of timber (fibre from the glass tree, perhaps??) he used, but it certainly has extensive taped seams!!) ☺

I took my still unrigged skiff, *'Dragonfly'* built by John Holland, accompanied again by my wife, Lynne while my son Ryan and his partner Chelsea braved the elements with my canoe named *'30+'*.

The first scheduled stop was at the Pamphlett Sea Scouts' den at the entrance to Oxley Creek. I had contacted the group to see if there was room for us to pull up at their pontoon and was informed there was no event planned and we were welcome to use the den's kitchen and toilet facilities.

Sitting back on the front deck admiring the river vista was certainly a step up from scrambling up a muddy bank, which is so often the way with morning smoko venues.

Getting underway we headed towards the Walter Taylor Bridge when Alan Delac and his wife caught up with their magnificent Jarcat J5 powercat, *'Barbara'*.

John Morrison also appeared at about that time and the fleet was complete.

At 11:30, as predicted, the tide turned and the human-powered craft felt the effects. We were still a couple of kilometres from our destination so Ryan

and Chelsea were appreciative of a tow line to the lunch stop. John's strategy was a stealth approach, paddling between the pontoons and bank, under the gang planks to minimise the effects of the currents.

Finally around the next bend, the anchored **'Mirimar'** indicated Lone Pine Sanctuary, with our destination on the opposite bank. The ex -Martin Kortlucke, ex Don Halliwell Bolger-designed **'Beluga 2'** was also sitting at anchor at Fig Tree Pocket.

The reception at Carrington Rocks boat Club was quite unexpected – many of their members gathered for their own barbeque and they opened up clubhouse to our travellers. An excellent social gathering followed with a yacht built in 1929 on the slip being extensively overhauled and re-calked, as well as a beautifully rebuilt motor launch now re-powered by a 24 volt electric Forklift motor, complete with solar array on the roof.

The new clubrooms built from the ruins of the 2011 flood devastated building and a large section of land was taken from the riverbank, along with the pontoon which floated above its piers and drifted away. The new rooms were officially opened last month and include a number of 'flood-ready' features.

The return trip, travelling with the tide was uneventful and we overtook Bill who was now motoring- his top end speed limited by the tendency of water to funnel up through the daggerboard case. An excellent day – blue skies, no rain and acceptable level of breeze.

I was most impressed with the hospitality of both Pamphlett Sea Scouts and Carrington Rocks Boat Club. In both cases I just sought permission to land at their grounds and in both cases; they opened their doors to us, with Carrington members coming out to personally welcome our members.



FLINDER'S DAY – COOCHIEMUDLO 20th July Ian Primrose



Well, the weather forecast was a shocker! Friday prior brought on gusty south westerlies that spread white-caps on even the most sheltered part of the Bay. Saturday was not much better in the morning so it was not surprising that no boats turned out for the "circumnavigation sail". However, by evening the wind dropped out. Eight guests turned up for the curry night dinner and it was a pleasant, friendly evening.

On Sunday, Flinders' Day was one of those days where, if you had to buy one – then that's the one you would pick. Ian & Robbie Kirk came over from Macleay Island in **"Pug"**, Phil Brown arrived **"Playstation Two"**; Bruce Wollsein brought out his sailer with huge sail and Ian P had his Bolger car-topper **"Altitude Zero"** with crew Ron Prescott. Mac Finch got the ferry across to join in.

It was one of those magic days on the water – even more enjoyable as it was contra to the forecast and the Pirates rocked!



BILL ROWLAND'S BOAT COLLECTION TOUR 26th July

We are fortunate that Bill was willing to share his collections with members and 30 of them took advantage of his and Margaret's hospitality on Saturday 26th. The collection viewing was followed by a delicious BBQ lunch supplemented by extra goodies by Margaret. It was a very social event with members sharing information during informal discussions.

We all left suffering from boat and shed envy! It was a great day - Thanks, Bill & Margaret.



THE MAN AND HIS BOAT(S) ED ELCOCK

Born in Brisbane in 1942, Ed went to Ascot State School and Industrial High School, joining the workforce as a cadet quantity surveyor in 1960. He studied at evenings at what is now QUT, working with the same firm of quantity surveyors for 27 years, becoming a part-owner. He then moved to the Quantity Surveying Section of the Architectural and Building Services Office in Queensland Rail for a further 20 years, retiring in 2007. His interest in sailing was spawned by his grandfather with tales of the heavy 18-footers and by trips to see the start of the Brisbane to Gladstone with his father. He has clear memories of gazing down on "*Laurabarda*" and thinking how great it would be to sail in a boat like her. His first build was a double ply-on fame kayak (called "*Bren-gun*" – as it was good at shooting rapids!) that he built as a Scout project. In this boat he travelled the length of the Brisbane River – Kilcoy to the river mouth in those pre-dam days. Only a small section of this boat remains and it is screwed to the rafters of his workshop as a keepsake.

Ed goes on to tell his story...

"The opportunity to go sailing did not arrive until after I started work in 1960. The principal of the firm, Herbert Mitchell, was a Flying Dutchman (FD) sailor. After I had been working for a couple of years, Herb Mitchell's regular crew was transferred and he was looking for a crew – someone who could arrange to have holidays to coincide with the sailing championships at the end of the year. So my first ever sail was as forward hand on the Flying Dutchman, "*Will-o-the-Wisp*". There were many capsizes in that first season, due to my inexperience, some of which resulted in a broken mast.

The Flying Dutchman was at that time an Olympic class. It is an absolutely beautiful boat. About 20 feet long and 6 feet beam, with a crew of two. The helmsman trims the main and the forward hand trims the large overlapping genoa, usually from a comfortable perch suspended at the end of a trapeze wire with feet on the gunwale. The spinnaker is a

team effort to hoist and ditch, with trimming by the forward hand.

"*Will-o-the-Wisp*" had some under-floor buoyancy, but she also had a large side buoyancy tank port and starboard. This was a normal configuration for FDs, including "*Big Secret*", the FD now in the collection of the Queensland Maritime Museum that was renovated by the WBAQ, (but mainly by member, Geoff Taylor). The problem was that in a capsize, the boat floated high on the large side tanks, exposing most of its bottom to the wind, and the mast sloped down into the water. This meant that if the crew couldn't get up on to the centreboard quickly (and that wasn't easy, it being so high out of the water), the boat could be blown downwind and become totally inverted.

Herb solved the buoyancy problem in his second FD, for which he retained the same name. It had no side tanks – all the buoyancy was under the floor. It worked perfectly. In a capsize (of which we were doing fewer by that time) the boat sank into the water to about the centreline. The mast was lying on the surface, not sloping down into the water, and the centreboard was also at water level making it easier to get onto. Also, as the capsized hull had a better grip of the water, it was not blown downwind as much. Then, when the boat was righted, any water in the hull had drained out the open transom by the time the crew was back on board, and the boat could sail off unimpeded.



While sailing with Herb Mitchell, in addition to the regular Saturday races at RQYS, we also competed in the annual Inter-dominion Championships held at St Kilda, Pakatoa Island (NZ) and Manly (Qld). At that time, some of Australia's sailing "greats" were competing in FDs. Jim Hardy for one and also Bob Miller and Craig Whitworth were operating as a team.

After several seasons sailing with Herb Mitchell on his FD, Herb wanted his son to crew for him. I crewed on a casual basis on few other FDs, then the opportunity arose to crew on a keel boat, "*Jindalee*", a Daydream class owned and skippered by Phil Edwards. We

had a crew of four, Phil, his wife, my brother, Jon and me. It was the first time I had sailed on a keel boat, and it was nice not to have to worry about capsizing. The Daydream is a 28 foot double-ended ply on frame sloop. She was sailed around the buoys on Saturday afternoons.

We crewed on "*Jindalee*" for a couple of seasons, then I heard that Maurice Tilly was looking for crew on "*Sequana*". I applied for the position, hoping to be able to sail in the Brisbane to Gladstone Yacht Race, a dream held since those early days on Shorncliffe pier with my Dad. After a test sail, I became one of the list of crew to have sailed on "*Sequana*" (a list which includes WBAQ member Tony Harland). "*Sequana*" is a 35 foot Buchanan designed sloop with traditional lines with a long keel, constructed in steel. The beauty of a steel boat is that it is strong, rigid, and doesn't leak.

After some round the buoys and weekend races in "*Sequana*" the big moment had arrived - it was time for the Brisbane to Gladstone. The race was, of course, very exciting, and I loved every minute of it - except being seasick. That occurred the first evening out. I wasn't feeling too bright and had a technicolour yawn over the side. Maurice (a pharmaceutical chemist) provided a tablet of a type given to pregnant women for morning sickness and it worked well. In fact, in the years I sailed on "*Sequana*" I was never seasick again. But it wasn't all due to that one tablet - I think confidence in the boat has a lot to do with it. It took a ride on a plastic boat before I was crook again.

While that first Gladstone was one of the best things I had done to date, the return journey was an equally memorable experience. We had a crew of six for the race, but after we arrived, four of them stated that they were not available for the return trip, so it was just Maurice and me. We came down the inside of Frazer Island, overnights in Tin Can Bay, then out over the Wide Bay bar and non-stop home to Manly. While we anchored for the night where we could, there were considerable periods when Maurice was asleep below and I was "in charge". I thought it was better than Christmas. I learnt a great deal from Maurice on that trip.

During the off-season in 1971, the boat underwent a major refit on the slip at Ray Caniff's yard. The hull was completely

stripped out including the removal of the ballast. The exterior and interior was sand-blasted and zinc-sprayed before being repainted. Then everything had to be put back together again. It was a big job, but by the end of it, the boat was like new again.

With a "new" boat, the suggestion was put to Maurice that "*Sequana*" should do the Sydney to Hobart again. The thing which helped the argument was the recent introduction of an age allowance in the handicapping system, which gave boats over ten years old encouragement to compete.

Maurice agreed. What a great adventure. I was on the boat continuously from its departure from Manly Boat Harbour, until its return six weeks later. The sail to Sydney was interesting but uneventful. We spent a week or so in Darling Harbour getting the boat ready then Maurice flew down a couple of days before the start which was nerve-racking. "*Sequana*" was small compared to some of the others in the fleet, but we got away without collision. We got some rough weather crossing Bass Strait. "*Sequana*" lacked the fancy Brooks and Gatehouse gear with mast-top sensors and readouts in the cockpit, but other boats so equipped, ahead of us and behind us were reporting gusts to 60 knots. Fortunately, we were going with it, so that made it easier. The large seas were awe-inspiring.

We arrived in Constitution Dock early on New Year's Eve. Ted Turner's *American Eagle* was first across the line and also won on handicap. Maurice had to fly home soon after the race. We spent a few days in Hobart then left for the trip back. We had a crew of three for the return trip. We wanted to qualify for the Ocean Cruising Club which required a 1,000 mile non-stop voyage, so after an overnight in Wineglass Bay we sailed directly back to Manly in 10 days. Conditions varied from absolutely becalmed in the middle of Bass Strait (we went for a swim) to rough enough to heave-to. We came past the Gold Coast mid-afternoon, inside the shark nets, just outside the breakers, and said "Hi" to the surfers. We did the Hobart again in 1973.



Victor Day had a new plastic boat constructed named **"Give 'Em Plenty"** and he invited me to join his crew. I accepted, but that was a mistake in hindsight, I should have stayed with Maurice on *"Sequana."* We did a Brisbane – Gladstone without incident, but on an overnight race heading into a strong southeaster from Cape Moreton I suffered from seasickness (stage 2). I was useless. Then the rudder fell off. The rest of the crew had an eventful trip downwind back round Cape Moreton while I was a blob on the bunk. I gave up sailing to follow other time-consuming occupations such as getting married, building a house and having a family. When our daughter was about 6 years old, I convinced my wife that we should get a small sailing boat, so our children could have the opportunity to sail. We bought a Heron (sail number 8703) and renamed her **"Wayward Wind"**



The Heron is a great little sailing boat and it is still in the family, under the care of our son. Over the years, I did various modifications to her, including improving the quantity and configuration of her buoyancy, and setting her up to sleep aboard. We also owned a 125 named "Bubbles" for a couple of years as I wanted the children to experience the thrill of a trapeze. But I was a bit early – James was only about five, and Sally never took to sailing. (James in adulthood is the part owner of a 125 which he and his mate race.)

About 1991 I discovered the **Wooden Boat Association of Queensland**, at the Brisbane Boat Show, then held at the Ekka. I joined the WBAQ shortly after, and have maintained an interest in wooden boats ever since. Over the years, I have gradually added to the collection of wooden boats.

My son James and I built an 8 foot punt to take the 3.3 hp outboard I had bought for the Heron, as part of a project badge when he was in Scouts.



I became the owner of a small dinghy that member Tony Deane was discarding. The hull was renovated (and buoyancy added) mainly by James' manual arts students, and fitted with the rig from a Mirror



I also wound up with a 16 foot skiff hull that was offered to the WBAQ at a Brisbane Boat Show a few years ago, and have fitted that out to take the same 3.3 hp outboard – and very nicely it goes, too, especially when lightly loaded.



The latest addition to the fleet is a Karl Augustin designed 15 foot power boat built by a WBAQ member in Maryborough in 1970, and fitted with a matching 50 hp outboard motor. It is a very pleasant looking design which has been expertly executed and carefully maintained to be in very sound condition. While I am wrapt in the design and construction of the hull, I am not totally sure that big motors and I am a good fit.



The thing I like about wooden boats (at least small ones) is that they can be built and modified with the minimum of tools and experience, and that there is much more to them than just wood 'n' boats. A wooden boatie will also learn about sails and rigging, a variety of building techniques, glues and finishes, small (mostly) motors, trailers, and a host of other things.

I am grateful to the membership of the WBAQ for the experiences and friendship they have provided, the messabouts; the meetings; the barbecues, and the shared interest".

Ed has been LOG editor and has been treasurer for as long as anyone can remember and the gratitude is reciprocated.

NEW MEMBERS

Welcome to:

Robert Boyle of Gin Gin

RON'S ROPE – Specials

QLD MEMBERS ONLY. For rope- various diameters at wholesale cost - Ron Prescott 3345 1429 or 0432 181 174 or available at Tuesday monthly meetings (Best to phone Ron and pre-order).



THE WBA 2015 CALENDAR

The year is more than half over! – Just a reminder that we will be looking for wooden boat photos by October to produce our 2015 Calendar. We need interesting, high-resolution photos, preferably taken in the past year (Nov 13 – Oct14)



SHOW, TELL & ASK

ASK- David Thierens is after an old classic steering wheel suitable for the Riviera he is building.

TELL: Recently spotted at Jacob's Well, Roy Bates' beautiful David Payne Snapper boat called "**Mitsey**". We haven't seen this one for a while.



TELL: Geoff Taylor – make sure you mix epoxy well – including scraping the sides of the container. Mix accurately to directions

TELL: Mark Fort – Use nitrile gloves rather than latex – Chux or Ansell brands from Coles.

TELL: Discussion on shackles on trailer safety chains- Bill Rowland has promised to explain in next month's LOG



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Ewan Maddock Dam, Genview

Located off Steve Irwin way, this dam has potential as a paddle location. Good facilities but it is a carry to the water and therefore suitable for small boats. Future Messabout ..maybe?



2014 CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2014

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: Ron Prescott: 0432 181 174; Larry Loveday: 3203 5205; Phil Brown: 3820 8082

MONTH	MESSABOUTS	EVENTS
AUG	FRIDAY 29th –SUN 31st CALOUNDR WEEKEND NOT TO BE MISSED !! <i>See below</i>	Sat 16th August - Point Talburpin Sailors' Get-together MkV , Pt Talburpin Redland Bay Host Tony Harland Register interest at: harlandfamily@ozemail.com.au
SEPT	15-19th WIVENHOE CAMP WEEK Host Jim Jones 3206 4288 Mob: 0408 443 291. 26th Sep-1st Oct SWALLOWS AND AMAZONS Macleay Island. Tides guaranteed to be OK this time. <i>Register with Peter Fox Ph 0417 841 009 or pfox54@bigpond.com or Ian Kirk 0404 719 929 for information pack</i>	14th Sep Logan Village Music and Heritage Festival. Capt Logan landing re-enactment See below
OCT	10th, 11th 12th TWEED RIVER CLASSIC REGATTA 25th Sat (Fri 24th to Sun 26th to make it a weekend away) NOOSA CLASSIC BOAT REGATTA Details and Register at www.noosaclassicboatregatta.com.au/	18th and 19th GOLD COAST MARINE EXPO
NOV	Monday 3rd to 7th LAKE COOTHARABA CAMP Host TBA 29th MANLY TO KING OR GREEN ISLAND Day trip Host Phil Brown	
FEB 2015	6th – 9th Australian Wooden Boat Festival, Hobart, Tasmania	
2015	March -Weekend Bribe Passage Run, + Deepwater Bend day trip April – Yamba week away June - Dunethin Rock weekend July- Wivenhoe / Somerset camp week	

MIX & MATCH – Ron has agreed to be the match-maker if:

- You have a boat and you need crew or,
 - You don't have a suitable boat and want to join in a Messabout.
- Phone him on 0432 181 174 and he will do his best to place you.*



CRUISIN' WITH THE HARTLEYS...

Host Jim Jones 3206 4288 Mob: 0408 443 291.

Watch this space for the next round of cruisin' details.

- Overnight destinations are weather dependant.
- All destinations and direction subject to wind and weather Contact Jim for more details



COMING EVENT DETAILS

Mark your calendar now

Sat 16th August - Point Talburpin Sailors' Get-together MkV, Pt Talburpin Redland Bay

This is the fifth time this event has been run – so you know the drill.

Contact Tony Harland on 0419 848 684; Don Burrows on 3829 0607 or Matt Moore 0412 819 997 if you don't. It's a family sailing fun day on the water followed by a BYO picnic on the foreshore at Pt Talburpin.

Unique handicapping system makes it interesting and only just a little bit competitive. As usual it's the skippers' decision to participate or not considering the conditions. Be there at 11:30 Hrs for "race" briefing for a 12:30 start. Lunch/refreshment afterwards due to the late high tide (2.07m) at 14:15. Launch at ramp at the end of Torquay Road. Of course, Canoes, kayaks and oar-some boats are welcome – even if they are not made of wood!
harlandfamily@ozemail.com.au

CALOUNDRA MESSABOUT WEEKEND FRIDAY 29th AUGUST – SUNDAY 31st AUGUST

This is always one of the best boating weekends of the year for sail and motor in the beautiful Pumicestone Passage.

Meet'n'Greet on Friday night 18:00 hrs at the Powerboat club; 09:00 hrs morning sail down the passage Saturday 14:00 hrs Russell Lannigan Trophy "race". Dinner Saturday night TBA; up the passage on Sunday 09:00 hrs to Blue Hole and bar- it does not get any better than that! All weather-dependant, of course. Plenty of accommodation in the Military Jetty area from swanky units to camping grounds. HOST – Ron Prescott 0432 181 174

This is a definite one for your Bucket List!

14th Sept- Logan Village Music and Heritage Festival. Capt Logan landing re-enactment

Launch at Waterford ramp by 11am and run up to Logan Village with Capt Logan on board to a cheering crowd at 2pm and then join in the festivities. Tides are favourable.

SWALLOWS & AMAZONS MESSABOUT

Friday 26Sept – 1st October

Contact Peter Fox 0417 841 009 email pfox54@bigpond.com or Ian Kirk Ph 3409 5886 mob 0404 719 929 for information pack



MID WEEK SAILING

We have Members sailing mid-week at the following locations, if you are interested please contact the following for details.

- **Caloundra, Pumicestone Passage**, NORMALLY TUESDAY, Rick Sutton 5491 8018, Paul Hernes 5491 9779
- **Moreton Bay** DEPENDING ON WEATHER, Larry Loveday 3203 5205
- **Victoria Point** NORMALLY WEDNESDAY, Phil Brown 3820 8082, Ian Kirk 3409 5886
- **Hollywell/ Runaway Bay** NORMALLY WEDNESDAY, Ron Prescott 3345 1429

Ron maintains an email list of persons who are interested in **short notice get-aways and day sails**. When cabin fever sets in and the weather is good, it is an occasion to hit the water on the spur of the moment. If you want to participate in **standby FUN** – give Ron your email address.



Classified advertisements

Also visit Boats for Sale @ WBAQ Website



WBAQ 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

For Sale – Nesting Dingy \$450

2.7m x 1.02m Breaks down to two sections 6' & 3' Weighs only 28kg all up. Phone Ron 3345 1429 Mob 0432 181 174



FREE – GIVE-AWAY Victorian Motor Launch built by well-known builder - Pompe.

Motor said to need a little work – Contact Ross Lillistone.

<http://www.baysidewoodenboats.com.au/>

FOR SALE – 44' BAY CRUISER Built at Tripcony, Breakfast Creek in 1932

Good home / caring owner required. Moored Garden Reach Asking \$80K Jill Munro 0421 642 388

FOR SALE - Bolger "Hope"

Ed Elcock had a look at a Bolger "Hope" design recently, the one advertised on the front page of Ross Lillistone's website (<http://www.baysidewoodenboats.com.au/>). It is currently located close to Spinnaker Sound Marina at Bribie Island, so it's not far to travel to see it. The boat was built by Ross, who also designed and built the self-draining cockpit and awning so the construction will be sound. It could be a quick (and less expensive) way to get on the water in a nice design. If you think this might be the boat for you, contact the owner via Ross' website



THE BILGE

Late items and stuff that we just couldn't fit on the deck

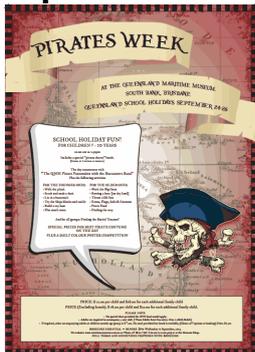
TWEED RIVER CLASSIC BOAT REGATTA

Friday 10th – Sunday 12th October

To register your interest send an email to tweedriverclassicboatregatta@outlook.com

MARITIME MUSEUM NEWS

The Pirates are coming for the September School holidays.



Go to Museum website for details.
Volunteers needed to help run it.

FREE to right person – 26ft yacht – restoration project with interesting history. Has new Dynel sheath on hull, new sails, boat covers, new rigging, mast professionally refurbished and much other work. Unfortunately the deck has some rot and needs replacing and the rudder and cabin also requires some work. Due to changed circumstances, John is unable to continue. For more information or inspection:

John Adcock wyl01929@gmail.com



Checking out some of Bill's treasures