

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

# THE LOG

Wooden Boat Association of Queensland Inc

P.O. Box 210 Mt Ommaney Q 4074

Email: [info@woodenboat.org.au](mailto:info@woodenboat.org.au)

SEPTEMBER 2016

**He that will use all winds must shift his sail.**

*--John Fletcher, Faithful Shepherdess.*



**YAMBA WEEK – At the Big River Sailing Club, Harwood**

Story Inside - Photos by Ian Primrose



## Wooden Boat Assn Qld Committee

- **President** Jon Elcock 0413 945 377
- **Vice-President** Jim Jones 0408 443 291
- **Secretary** Phil Brown 0416 057 277
- **Treasurer** Wayne Aberdeen 0418 752 523
- **M'ship Secretary** Ed Elcock 0437 081 569
- **Webmaster** John Tennock  
[webmaster@woodenboat.org.au](mailto:webmaster@woodenboat.org.au)
- **Web content/ Publicity**  
Malcolm Hodgen & Paul McShea
- **Committee** Ian Trail, Doug Graham, Ian Primrose, Peter Jensen
- **Events sub-committee** –Phil Brown
- **Messabout Co-ordinator**  
Darrell Spiers 3298 5394
- **Librarian** – Mac Finch

## Regular Meetings and 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

### Sub-Committees

**Messabout Calendar**  
[info@woodenboat.org.au](mailto:info@woodenboat.org.au)  
**St Ayles Skiff Sub-committee**  
Steven Ainscough- Leader  
[communityrowingqld@gmail.com](mailto:communityrowingqld@gmail.com)  
**Providores** Ian Trail & Mac Finch

### 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 Ph 3263 3381 m 0491 120 888 Contributions to:  
[imprimrose@powerup.com.au](mailto:imprimrose@powerup.com.au)

### 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



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

### FROM THE CAPTAIN'S CABIN

**Jon Elcock, President**

Once again a great weekend was had at Caloundra. Well done Ron Prescott. It was wonderful to have the ladies there participating in the various events. We opted for a long weekend and stayed in the caravan park at Military Jetty, a self-contained cabin for \$90 a night. It was small but adequate for a short stay. Should anyone be looking for accommodation, they are converting some cabins into two bedroom self-contained units for \$120 a night. Perhaps members would like to share where they stayed - the costings, what you get for what you pay. This could then be put into a data base for future events?

As a result of needing some running repairs to *Zero One's* boat trailer, I spent some time on my back under the trailer replacing rotted pine with hardwood. This was profitable and probably something everyone should do from time to time - not necessarily replacing bits, but getting under your boat trailer and having a good look.

What I found was damage to the keel of *Zero One*, not serious and easily repairable. Several bits of the trailer were showing early deterioration as not all galvanising is the same quality. I believe the damage to the keel is from hauling the boat up over the first set of rollers, at which point the full weight of the boat goes onto the keel over one or two rollers. Once the boat flattens out on the trailer the weight is then distributed along all the rollers and the rest of the keel. Yes, I hear people say, a tilt trailer would fix that, and I think I agree, so I need to go back to the drawing board.

Anyway next time you have some old clothes on, crawl under your boat trailer and have look, you never know what you might find. Just a little **safety note** from Queensland Government web site marine incidents for 2015. Five out of 7 people who died are presumed to have drowned. None of them

were wearing a life jacket. If it's not on, it's not a life jacket.

*Have fun and stay safe, JON*

### NEW MEMBERS

*A hearty welcome to:*

**John Wood**, of Alexandra Hills – John's boats include a 22'6" Marshall designed Cat boat. 3.05m beam, 0.60 draft (board up) 1.50m draft (board down) with a Western Red Cedar hull sheathed in fibreglass; and a 7.60m Folkboat (F/G) with a 7/8 rig (a beautiful boat) 2.26m beam and 1.2m draft. John heard about us via a magazine and friends.

### WORKS IN PROGRESS

*This segment is provided for members to liaise with builders of boats they may be interested in building*

**UPDATED John Milne** has completed yet another list of things to do on his Hartley TS16 "*Soulmate*", in preparation for Wivenhoe. A hatch at the transom now helps with boarding and conveniently stores wheel chocks and aft mooring line. The electric motor had failed due to a cheap and inaccessible circuit breaker so the wiring has been overhauled. The old Johnson Seahorse 4HP, nicknamed "bluesmoke", has been replaced by a 2.5 four stroke Suzy and spare fuel is now carried in a rack of sealed Trangia one litre bottles. The bottles are much more convenient and environmentally friendly and the ULP 95 runs the wee camping stove as well. The stiff and wrinkled 50 yo mainsail and daggy jib have been replaced with a new suite of Doyle sails with a jib window and a fully-battened main with luff slugs and a loose foot. The battens are parallel to the boom facilitating neat stowage under the cockpit canopy. Since taking on a Heron "for the grand kids", and the basket case from WBAQ, John is currently repairing a stitch-and-glue hull badly damaged (crushed mercilessly) in the floods. The Herons will rejoin the fleet at SBSC in due course.



**Jon Elcock** is scraping layers of paint from an 18' Cecily Bowden Cruiserette



**Bruce Wollstein** is building his 4th canoe – A K1 type kayak

**Geoff Taylor** is building a 16' Eureka Canoe  
**UPDATED Rohan Watt** is finishing the outer hull of a Northumberland Cobble. You can view a time lapse of his work at:

[https://www.youtube.com/watch?v=JM0ZDE\\_smM](https://www.youtube.com/watch?v=JM0ZDE_smM)

**Dave Micklethwaite** is building a Paul Gartside fantail launch, 18 feet OAL. Now glassed. The sanding and filling continues.

**Rob Mabin of Buderim** is building an Oughtred McGregor canoe – the full decked sailing version.

**Darrell Spiers** is building a 10' Wes Farmer design that he has strip-planked. He is fitting a 2 ½ HP Chinese Honda copy (a "Chonda") air-cooled inboard.

**Chris Treloar:** Jim Michalak design

**Allan Tomley:** 8.3 metre folding & trailerable catamaran. Also Reno-ing a **Hartley**

**David Thierens** is building a classic Riviera of cold moulded construction. There is now a big V8 sitting on the beds waiting connection.

**John Skinner** is reno-ing a skiff he got from the Girl Guides

**LAUNCHINGS**  
**Congratulations to:**

**David Sloper** has completed his Stand-up Paddleboard project and launched it at Colleges crossing on the Brisbane River. It is 11 foot long and he has started another one at 8 foot long for his daughter!



**Mark Fort** launched his Oughtred Californian Yawl as advised last month. Here is a photo.



**Ed Elcock's** expanded 11' punt was launched at the Caloundra Messabout.

**WEBWATCH**  
*Go boating without getting wet!*

Rudder Magazine from 1904. View classic boat plans and photos and read articles from the true classic era.

<https://babel.hathitrust.org/cgi/pt?id=mdp.39015022693421;view=2up;seq=286>

Interested in old engines & boats? Here is a link to Motorboating Magazine from 1900 to recent.

[https://books.google.com.au/books?id=yz1AK9gyOIEC&source=gbs\\_all\\_issues\\_r&cad=1&atm\\_aiy=1900#all\\_issues\\_anchor](https://books.google.com.au/books?id=yz1AK9gyOIEC&source=gbs_all_issues_r&cad=1&atm_aiy=1900#all_issues_anchor)

Do you like looking at boat plans? Here is a great range of well-drawn plans from designer Parker Marine. Click on links for more detail

[http://parker-marine.com/parker2\\_1.htm](http://parker-marine.com/parker2_1.htm)

**REPORTS**

**CALOUNDRA FAMILY MESSABOUT**  
**19<sup>TH</sup>/20<sup>TH</sup> AUGUST 2016**

Story Ron Prescott

There were 16 boats and crew plus wives and partners(13)Once again there was a good turnout for what has become one of our most popular family events. The reasons for this, great Queensland winter weather, a really good sailing venue, steady winds, sandy





beaches, good ramps, plus a choice of caravan parks and 2 and 3 bedroom units which friends can share making it reasonable cost-wise as well as good Taverns for evening meals.

Scott (not a member) and a few mates in bay cruiser, *Miss Toorbul* came up the ocean side of Bribie and crossed the Caloundra Bar to join us. Alan Graham in *Getaway* came up the passage to join in too.

**FRIDAY** we had 35 for the meet and greet at The Power Boat Club.

**SATURDAY:** Now for the sailing. Saturday morning briefing and we decided to sail to Lighthouse Reach or shoal-draft boats could explore Bell's Creek. Most chose Lighthouse Reach – a run in light Northern wind, however, Don Burrows and I, who were crewing for Geoff Williams on his Mirror 16, pulled in to Bell's Creek and did some minor adjustments to a jammed centreboard and rudder uphaul.



The wind increased to 15-20 knots and it was a long beat back to the Power Boat Club beach for lunch. The clouds steadily increased

and it started to rain so like sensible senior citizens there was only James, Ed's son still sailing as he is the only person still in the workforce and having to make the most of every opportunity. It was decided to call it a day and sail for the Russell Lanigan trophy on Sunday morning.

After Happy Hour at our unit at The Jetty, we proceeded to Pelican Waters Tavern where an excellent meal was enjoyed by the 25 attendees, with only one complainant.



*Rick (Capt Thunderbolt) Sutton taking it easy*

**SUNDAY:** Bright and clear with light South Easterly winds, we raced the Russell Lanigan trophy, south to yellow marker off Bell's Creek then up to the red marker off the Blue Hole beach. Rick O'Donnell- affectionately known as "Big Rick" was an easy winner, followed by Reini Duelberg Third-Ian Colledge and a close fourth the oldest boat in the fleet with the oldest skipper and crew, Geoff Williams and yours truly in the Mirror 16 and this was Russell's 50 year old Mirror 16, still a great boat to sail and may be next year we will invite everyone to take it for a sail !!

After a picnic at the Blue Hole, we sailed over to the Coast Guards' grounds and back over the many sand banks returning to the Power Boat Club beach for lunch and presentation of prizes to 1<sup>st</sup>, 2<sup>nd</sup> and 3<sup>rd</sup>, to the winners which were 3 bottles of good Port.

The locals kept sailing while others pulled out their boats for the return to Brisbane.

A great week-end.



*Rick O'Donnell 1<sup>st</sup>*



*Reini Duelberg 2<sup>nd</sup>*



*Ian Colledge 3<sup>rd</sup>*



### PADDLE DAY @ DEEPWATER BEND 26<sup>th</sup> August

The Paddle Day was intended to be held at Lake Kuwongbah but was changed to Deepwater Bend at short notice on learning that speed boats are permitted on the Lake on Thursdays, Fridays and Saturdays. As it turned out there were a few boats and a SES exercise but there were also lots of powerboats at Deepwater Bend! Not all was lost however, and a half dozen or so canoes headed off to Dohles Rocks and returned in time for a sociable picnic lunch. We will have to hold a future event at Kuwongbah and just take our chances with the water skiers or better still, go on an off-day.

### YAMBA WEEK 3<sup>rd</sup>-10<sup>th</sup>Sept Photos & Story Ian Primrose



Some folk arrived **on Saturday** and it was a settling in day for most. Boats were launched. Sunday was an orientation day as the various locations around the canals were discovered. More people arrived and checked in. The accommodation ranged from houses on canals with own jetties to tents in the local Caravan Park that also had a good long pontoon. On Sunday night there was a gathering at the Yamba Bowls Club and 28 people came for a few drinks and a meal.



the most of the wide open waters. Smoko and lunch was held on one of the many sandy

It was a beautiful day and on **Monday** and the sailors were out in force making

beaches. Rick (Capt. Thunderbolt) Sutton managed to land a magnificent flathead that was later enjoyed by a few. (Thanks, Rick).



The weather turned a bit so it was fortunate that an exploration day was scheduled on **Tuesday**. Some people ignored this and took to the water- never missing an

opportunity to sail, while others took to their cars to travel the district. McLean was a gathering point where the girls went shopping. We went up-river to the village of Copmanhurst to explore the possibility of a long down-river trip. This town is most picturesque with houses spread around the valley. There is a pub, general store and a police station and a couple of dozen houses but best of all, there is a great area to camp with a boat ramp. This is just below the rapids and the start of the navigable river for small boats. Huge sandstone cliffs dominate and the river is quite narrow here. A very pretty place!

**Wednesday** was the big run up the Big River to Harwood Sailing Club. The wind and tide was favourable and most arrived by 11.30. There were 15 boats moored- What a sight! Harwood is located just below the bridge where the highway crosses the Clarence. The Sailing Club is well-located with great sandy beaches and we received a most generous welcome from the Lady Commodore and members.

After lunch the wind changed to on-the-nose (as often happens) and the tide was going in the wrong direction so it was a lot of tacking for those with sails. Those with motors were able to take the direct route. It was a great day

**Thursday** was a trip to Iluka which is located on the northern side of the River so it was a trip through the hole-in-the-wall to the long pontoon outside of the pub. Some sailed; some went by car and some took the ferry. Twenty-eight sat down for a very generous

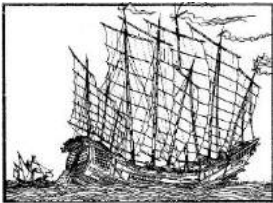


pub lunch and outside the pontoon looked good festooned with wooden boats.

The forecast for **Friday** was not the best with an 80% chance of rain and strong winds. With Darrell and Phil B in "**Crest**" and Ron, Geoff with me in "**Latitude 27S**", we went exploring under the bridge into Oyster Channel to Lake Wooloweyah. Although a bit shallow in places, this is a huge lake at least 2km x 2km. The wind came up on the return and a bit of the wet-stuff came over the gunwales. Boats were retrieved as the weather deteriorated in the afternoon. The waterways of the Clarence offer great diversity- narrow creeks, lakes, long big river-runs, lots of sandy beaches –all venues for both motor and sail. Yamba too offers great amenity with quality accommodation along canals and pontoons for ready access to the water. Weather was good (except for the last day) as was the company. What a great week! Thanks Darrell for setting the program.

Extracts from Gavin Menzies' book  
"1421 – The year China discovered  
the world".

John Tennock



...more than one hundred huge junks rode at anchor, towering above the watchers on the quayside – the ships were taller by far than the thatched houses lining the bay. Surrounding them was a fleet of smaller merchant ships. Each capital ship was about 480 feet in length (444 chi, the standard Chinese unit of measurement, equivalent to about 125 inches or 32 centimetres) and 180 feet across - big enough to swallow fifty fishing boats. On the prow, glaring serpents' eyes served to frighten away evil spirits. Pennants streamed from the tips of a forest of a thousand masts; below them great sails of red silk, light but immensely strong, were

furled on each ship's nine masts. "When their sails are spread, they are like great clouds in the sky.

...Each treasure ship had sixteen internal watertight compartments, any two of which could be flooded without sinking the ship. Some internal compartments could also be partially flooded to act as tanks for the trained sea-otters used in fishing, or for use by divers entering and leaving the sea. The otters, held on long cords, were employed to herd shoals of fish into nets, a method still practised in parts of China, Malaysia and Bengal today. The admiral's sea cabin was above the stern of his flagship. Below were sixty staterooms for foreign ambassadors, envoys and their entourages. Their concubines were housed in adjacent cabins and most had balconies overlooking the sea. Chinese ambassadors, one for each country to be visited, were housed in less grand but nonetheless spacious apartments.

The staggering size of the ships, not to mention armada itself, can best be understood by comparison with other navies of the same era. In 1421, the next most powerful fleet afloat was that of Venice. The Venetians possessed around three hundred galleys "fast, light, thin-skinned ships built with soft-wood planking, rowed by oarsmen and only suitable for island-hopping in the calm of a Mediterranean summer. The biggest Venetian galleys were some 150 feet long and 20 feet wide and carried at best 50 tons of cargo. In comparison, Zhu Di's treasure ships were ocean-going monsters built of teak. The rudder of one of these great ships stood 36 feet high almost as long as the whole of the flagship the Nina in which Columbus was later to set sail for the New World. Each treasure ship could carry more than two thousand tons of cargo and reach Malacca in five weeks, Hormuz in the Persian Gulf in twelve.

THE "FATHER" OF MODERN CANOEING? –  
JOHN ("ROB ROY") MCGREGOR  
Ian Primrose (from various Internet sources)





Modern canoeing or kayaking dates back 151 years and there are few sports

where the origins can be so well determined. The sport can be attributed to John "Rob Roy" MacGregor who, in 1865, undertook a journey and wrote a book about it. His journey was a 1000 mile long meander through the canals and rivers of Western Europe and the book he wrote was called most obviously – "1000 Miles in The Rob Roy Canoe".

Launched onto the Thames at London, she *"bounded away joyously on the top of the tide through Westminster Bridge, and swiftly shooting the narrow piles at Blackfriars, she danced along the waves of the Pool, which looked all golden in the morning sun."*

The Rob Roy crossed the Channel as passenger's luggage aboard a steamer — and continued on from there through Holland, Germany, Switzerland, and France, sampling the waters of:

*"The Rivers Thames, Sambre, Meuse, Rhine, Main, Danube, Reuss, Aar, Ill, Moselle, Meurthe, Marne, and Seine, and the Lakes Titisee, Constance, Unter See, Zurich, Zug, and Lucerne, together with six canals in Belgium and France, and ... the open sea of the British Channel".*

MacGregor had literally an "accidental" entry to canoeing. He was a good rifle marksman but a "smash in a railway carriage" did lasting damage to the "nerves which one needs for rifle shooting" and turned him "back again to ... life on the water."

He never did things by half. As a passionate traveller. His 1858 tour of the Americas took him from Nova Scotia all the way west to the Mississippi. He didn't think much of dugout canoes. They were, he later wrote, "a very bad sort of boat when there is the least wind." He preferred the "true Indian [bark] canoe," which he found easy to manage, even when paddled solo. Toward the end of his life, when writing in his journal, he suggested that he'd found inspiration in "the canoes in North

America and the Kamchatka with double paddles" that he'd seen on his trips to Canada and Russia.

MacGregor did not invent canoeing but he was the first to realise that a canoe could be built for recreation and enjoyment. In the 1860's he was a Scottish patent lawyer working in London he designed a canoe and had it made by Searles of Lambeth who were more accustomed to building light displacement rowing skiffs. His design criteria was the ability of the canoe to fit into German railway wagons. It was 15ft (4.6m) x 2ft 6" (76mm) beam, weighed 35kg (77lb) and was made lapstrake of cedar planking on oak frames. He christened his canoe "Rob Roy", in honour of the Scottish folk hero (and sometime outlaw) of the same name, from whom he proudly claimed to be a descent. It did not look like a kayak that we see today. It was a cross between a canoe and a kayak – a hybrid or "cano-ak" perhaps. It having a large open cockpit it was paddled with a double paddle while sitting on the floor. The cockpit and gear was protected by a macintosh-fabric apron. The canoe was fitted with a lug sail and the paddle while sailing, was used for steerage.

In summer 1865 he set off down the Thames across the Channel and into the European waterways. In 1866 he published his book and it was a huge success, selling 2,000 copies in 5 days. He also established Britain's first canoe club – The Royal Canoe Club in Teddington on the Thames. The book started a craze in the elite Victorian society and followers included Edward VII and Robert Louis Stevenson who in 1878 did a similar voyage.

MacGregor owned at least 6 "Rob Roys", each modified for improvement over the last and he went on further journeys in the Middle East and the Baltic, writing 3 more books about these journeys.

Whilst he was not the greatest paddler of all time, his achievement on the water was "practically inventing the sport of kayaking". The seed that he sowed grew into the sport that we know today.

His books became international best-sellers and MacGregor became a celebrity





conducting talking tours. He became quite wealthy from talks and royalties, most of which he gave to charities. His initial book is out of copyright and you can read it and view his illustrations at: <http://www.eldritchpress.org/jm/TM.HTM>

There are 15 chapters- Click on the lower LHS "NEXT" button at the bottom of the page to advance.

Iain Oughtred has designed a "MacGregor" canoe (not the original design) that can be viewed here: <http://www.oughtredboats.com/> The "Wee Rob" is also similar, although smaller at 12'.

### NAUTICAL TERMS IN CURRENT USE

#### Over the Barrel -

The most common method of punishment aboard ship was flogging. The unfortunate sailor was tied to a grating, a mast or **over the barrel** of a deck cannon.

Today, if you have someone "over the barrel", then you have an advantage over them – you are in a winning position -usually relating to games and negotiations (not flogging!)

<https://www.youtube.com/watch?v=MCdNRpMcv9s>  
<http://www.talklikeapirate.com/>

From Steve Ainscough.. sorry it missed the last Log but worth a visit for aspiring Pirates!

### WHAT HAPPENED AT THE LAST MEETING

**Ian Mortleman** took us on a "Voyage of Discovery" with a slideshow presentation of "Atria". Formerly called "Gale Force" Atria was built in 1935 by Charlie Crowley of Bulimba. She has a length of 40'; beam of 12' is built of 1" spotted gum; it has a canoe stern and is powered by a 100hp Gardner. It was rebuilt in 1992 from hull up giving it a spacious cabin and that all-important timber look. Ian repainted it in 2012. Just Beautiful!

From "Shavings" WBA Victoria

**Dave died** and Margaret went to the local paper to put a notice in the obituaries. The man at the counter, after offering his condolences, asked Margaret what she would like to say about Dave. "Dave died." Margaret said. This surprised the man and he asked ..... "that's all - just Dave died? You know, it's usual to put a little more in – and you're already permitted up to five words simply by paying the minimum fee! Do you want to consider saying a few words extra?" So Margaret gave it few minutes thought and finally said, "O.K., then. Put in "**Dave died - Boats for Sale**".

### PRODUCT RECALL!

Unfortunately WBAQ Metal Badges sold are discolouring. These are being reworked by the manufacturer. Bring yours to next meeting for exchange

#### Sailing with a generosity of spirit Ian Kirk

All sailors know that when two boats are sailing on the same body of water that 'it's a race.' That is the case at Association Messabouts when we all try to beat one another even though we never conduct proper races.

Well it's my view that at all times this should be done with a 'generosity of spirit' meaning that proper rules aren't **enforced** but used as guidelines for what should occur. For instance if two boats are on a beat adjacent to shore the windward boat could tack clear to allow the boat closest to the obstacle to tack clear at the time of their choosing. Another example is that when going to windward an inexperienced sailor on port tack or one in a boat with poor visibility may not know to give way or even see the boat on starboard tack. Instead of yelling 'starboard' perhaps one could ease behind and say a polite and humorous 'boo' or 'hello'. After all it is the responsibility of all skippers to avoid collision at all times and not just claim 'I'm not responsible.' Discussions have been held at meetings in regard to ensuring that we all keep an eye on our mates and thus ensure their safe return to shore so I'm proposing that we add '*sailing with generosity of spirit*' to our collective philosophy.

**Happy sailing, Captain Kirk of the good ship Pug.**



## 2016 CALENDAR OF MESSABOUTS & EVENTS

### One day, weekend and week-long Messabouts and big events in 2016

*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 Phil Brown: 3820 8082*

MONTH	MESSABOUT	EVENTS
SEPTEMBER	<ul style="list-style-type: none"> <li>➤ 17<sup>th</sup> Big Boat Cruise ex Manly. Crew a big boat for a day! Host: Ian Mortleman 0413 457 656 Bookings essential!</li> <li>➤ 24<sup>th</sup> Workshop visit See </li> <li>➤ 25<sup>th</sup> Sandstone Pt Hotel (near Bribie) Boats on display @ Wheels by the Water Event Host Ian Primrose 3263 3382 0491 120 888</li> </ul>	<ul style="list-style-type: none"> <li>➤ WBAQ WORKSHOP VISIT <b>SPECIAL EVENT</b> On Saturday 24<sup>th</sup> Sept between 10 &amp; 3 there will be a workshop visit at home of Peter Jensen. Peter is building a lapstrake Puffin and will have a birdsmouth mast in progress. Theme of the day will be rudder boxes. Please contact Peter on 0423 377 951 <a href="mailto:jensenpigi@gmail.com">jensenpigi@gmail.com</a> for information</li> </ul>
OCTOBER	<ul style="list-style-type: none"> <li>➤ 4<sup>th</sup> to 9<sup>th</sup> Wivenhoe Camp Week</li> <li>➤ 15<sup>th</sup> to 22<sup>nd</sup> Southern Moreton Bay Cruise week ex Rudi Maas. Host Jim Jones 3206 4288 0408 443 291</li> <li>➤ 31<sup>st</sup> Oct – 4<sup>th</sup> Nov Lake Cootharaba Camp Week – Host Paul McShea 5438 7776 0439 584 963</li> </ul>	<ul style="list-style-type: none"> <li>➤ 4-6<sup>th</sup> Upper Clarence River Run from Copmanhurst to Harwood. (Organised by Harwood Sailing Club) Contact Ian Primrose 3263 3381 for info</li> <li>➤ 9<sup>th</sup> October Boaties Market @ Victoria Pt State School, Colburn Ave 6am -12 noon</li> <li>➤ 14th 15th &amp; 16th October Tweed River Classic Boat Regatta- Info Bob Modystack 02 6672 5808 0417 714 456</li> <li>➤ October 23rd Davistown Putt Putt Regatta</li> </ul>
NOVEMBER	<ul style="list-style-type: none"> <li>➤ 19<sup>th</sup> Manly or Raby Bay to Horseshoe Bay (Suitable for big boats) Host Jim Jones 3206 4288 0408 443 291</li> <li>➤ 26<sup>th</sup> Paddle Day Enoggera Dam (Brisbane Forest Park)</li> </ul>	<ul style="list-style-type: none"> <li>➤ 5<sup>th</sup> Nov Pt Talburpin Sailors' Fun Day</li> <li>➤ 5<sup>th</sup> November Noosa Classic Boat Regatta</li> </ul>
DECEMBER	<ul style="list-style-type: none"> <li>➤ 3<sup>rd</sup> Family Picnic Day and try out another boat – Bells Beach Clontarf UBD Map 91 H17</li> </ul>	
JANUARY 2017	<ul style="list-style-type: none"> <li>➤ 10<sup>th</sup> Possible WBAQ Meeting</li> <li>➤ 18<sup>th</sup> (Wednesday) Family Day(for Grandparents &amp; kids?) at Powerboat ramp, Caloundra. Also opportunity to try other boats Host Paul McShea 5438 7776 0439 584 963</li> <li>➤ 28<sup>th</sup> Messabout Planning Meeting</li> </ul>	
FEBRUARY 2017	<ul style="list-style-type: none"> <li>➤ 25<sup>th</sup> Capsize Practice at Wivenhoe Dam</li> </ul>	<ul style="list-style-type: none"> <li>➤ 10<sup>th</sup>-13<sup>th</sup> Australian Wooden Boat Festival, Hobart Tas</li> </ul>
MARCH 2017	<ul style="list-style-type: none"> <li>➤ Brisbane River Sail, Row, Motor ex Riverside Dr West End UBD Map 21 Q4</li> </ul>	



## WBAQ 2017 CALENDAR

**BOAT PHOTOS WANTED FOR OUR 2017 CALENDAR!**  
**CLOSING OCTOBER MEETING. Send to [imprimrose@powerup.com.au](mailto:imprimrose@powerup.com.au)**



## COMING EVENT DETAILS

Mark your calendar now

**17<sup>th</sup> September BIG BOAT DAY** Sail from Manly on the Bay on 3 yachts and one Bay Cruiser. BYO lunch  
 Limited spaces – **Bookings essential** Contact Ian Mortleman 0413 457 656 [isabella8@yahoo.com.au](mailto:isabella8@yahoo.com.au)

**25<sup>th</sup> SEPTEMBER BOATS ON DISPLAY at Sandstone Point Hotel** pontoon during *The Wheels by the Water Event*. 9 am Launch Spinnaker Sound or Sylvan Beach. Boats with tall masts can launch at Welsbey Pde nr Fifth Ave. Travel to pontoon at Sandstone Hotel jetty by 10 am Boats on display. Fish & chip lunch; Sail-past 2pm then sailing off Bongaree. Vintage & veteran cars on display. Kid's activities. Over 1000 people expected to attend. Host Ian Primrose 3263 3381 mob 0491 120 888 **Beware of rocks near eastern end of pontoon!**

**4<sup>th</sup> -9<sup>th</sup> OCTOBER WIVENHOE CAMP WEEK** Sailing and paddling week on the Lake.

**14<sup>th</sup>-16<sup>th</sup> OCTOBER TWEED CLASSIC BOAT REGATTA** Evening Meet & Greet cruise on Friday evening; Boats on static display at Ivory Tavern & Marina on Saturday. Awards and Dinner. Cruising Sunday. Entries close 23<sup>rd</sup> Sept. Forms from [tweedriverclassicboatregatta@outlook.com](mailto:tweedriverclassicboatregatta@outlook.com) Ph Bob Modystack 02 6672 5808 0417 714 456

**15<sup>th</sup> to 22<sup>nd</sup> OCTOBER SOUTHERN MORETON BAY CRUISE WEEK** ex Rudi Maas. Host Jim Jones 3206 4288 0408 443 291

**31<sup>st</sup> OCTOBER TO NOV 4<sup>th</sup> LAKE COOTHARABA** Rumoured to have a Melbourne Cup Theme...

Host Paul McShea 5438 7776 0439 584 963

**5<sup>th</sup> NOVEMBER NOOSA WOODEN BOAT REGATTA** Held in the Tewantin Marina – boats in static display in marina and on hard-stand but putt-putt rides being offered to public this year. At 1500 Hrs boats depart marina for a run down-river. Information & entry form – search “Noosa Classic boat Regatta”

**AUSTRALIAN WOODEN BOAT FESTIVAL 10-13 February 2017 Hobart** – Social Dinner to be held on the Saturday Night at the Ball & Chain Restaurant at Salamanca Place.

### 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*

• **7' Dinghy, D4 design** (similar to Sabot). Set up to motor or row (oars included). Would easily convert to sail. Can be carried on roof racks. Extras included. \$250  
**2.5hp Tohatsu Outboard motor**. 2 stroke. gearbox type (neutral/forward). Approximately 10 hours on motor. Comes in custom made carry box. Less than half new price. \$450 **Tohatsu Fuel Tank**. 25 Litre. Unused. \$25 **Contact Alan Bates (0402 891 113)**



**ROPE**. Available to members at cost. 6mm - .40c; 8mm- 80c; 10mm-\$1 per metre. Suitable for rigging or general used. Order before the meeting by phoning Phil Brown or email

[brownhouse@ozemail.com.au](mailto:brownhouse@ozemail.com.au)

**WBAQ MERCHANDISE** Identify your boat or yourself with WBAQ signage. Cloth Badges \$8 Stick-on labels 50cents. See Ed Elcock. **Metal Plaques \$10; ON HOLD ! We have experienced some discolouration of the white on the plaques and we are currently negotiating with the supplier**

**15ft FIBREGLASS SURF SKI** Hayden Brand. Paddle included. Worth heaps – just \$50 to clear. Good balance needed to operate it! Contact Kim Pollock 3876 1176





**FOR SALE – “TOM THUMP”** 3.6 m gaff rigged ply clinker sailing boat built in 2003 by well-known WBAQ member Jim Inglis. It sails well for one or two person crew and can be rowed or used with a small outboard. Details: Hull 3.6 long x 1.3 m beam, ply clinker construction with copper nailed Mast 3.7 m and gaff 3.5 m, Manders sail 6 sqm. Can be car topped, wt 65 kg, includes trailer, life jackets, anchor, beach trolley and outboard motor bracket. Price \$3500 (neg) for a unique boat, located Noosa. Contact Jeremy Skinner on 0419 743 002.



**FOR SALE** Joel White designed 15ft Marsh Cat part finished. Hull made strip plank WRC epoxied and ready to turn over. Canadian clear Douglas Fir 19ft mast and boom, barn door rudder, 8 blocks made ready to assemble, laminated deck beams. \$250 bronze screws, transom of solid New Guinea Rosewood. Over \$3000 spent. Price \$1400 Kevin Arrowsmith 1 Arthur St Kingaroy Ph 07 41628139



**PUTT-PUTT DINGY** – Lapstrake dingy fixer-upper with Simplex motor and all the gear. Lots of bits and pieces included. Negotiable price. Contact Jim Reddiex 726 Clear Mt Rd, Clear Mountain 0419 104 548



**RESTORED CLASSIC 105 YEAR OLD 33 FT YACHT FOR SALE**

Curlew is a piece of yachting history. She is a Tasmanian One Design yacht, one of only seven built by Charles Lucas of Hobart in 1911, 33 ft (10.06 m) overall length, 21 ft on the waterline. For full details on these classic vessels see <http://www.virtue.id.au/Onedesign/Curlew/html/Curlew.htm>. Asking price for this exceptional vessel only \$18,000, all offers considered. Contact Roy 07 5546 8202 or email [royandnan1969@gmail.com](mailto:royandnan1969@gmail.com) for more information



**MOTOR SAILER** Built in the style of a 1940 or 1950's traditional timber launch with a full length keel. built strip planked. It is fitted with a vintage Simplex engine with folding prop. It is situated at Harwood NSW approx. 3 hours south of Brisbane. Trailer, sails and spares included. \$10,000 Doug Anderson 0408910981 Doug Anderson [datax@bigpond.net.au](mailto:datax@bigpond.net.au)



**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 reinforcements, 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.

46 Chetwynd St Loganholm, 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)***(Advertisement)*

**Sunshine Coast boatbuilders !**

*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)*