

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

# THE LOG

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MAY 2020

*Shall we have an adventure now,  
Or shall we have our tea first?  
-- From Alice in Wonderland by Lewis Carroll*



*SOCIAL DISTANCING AT NUNDAH CREEK*

*Photo by Ian Primrose Story inside*



## Wooden Boat Assn Qld Committee

- **President** Jim Jones 0408 443 291
- **Vice-President** Ian Mortleman
- **Secretary** Trevor Green 0409 696 679
- **M'ship Secretary** Ed Elcock 0400 885 103
- **Treasurer** Wayne Aberdeen 0418 752 523
- **Webmaster** John Tennock
- **Web content/ Publicity & Speaker Co-ord**  
Malcolm Hodgen 0400 075 931
- **Committee** Ian Trail, Ian Primrose (Log Editor),  
Jon Elcock, Doug Graham
- **Messabout Co-ordinator**  
Darrell Spiers 3298 5394
- **Community Liaison Officer** Ian Mortleman  
0413 457 656 or 07 3390 6977
- **Merchandise** Leo Sines
- **Librarian** (Vacant)

## Regular Meetings and Activities

Meetings are held at 7.00 pm on the second Tuesday of the month \* 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 4:00 pm prior to the BBQ meeting.

**PLEASE BE ADVISED MEETINGS  
ARE SUSPENDED UNTIL FURTHER  
NOTICE DUE TO COVID19  
BUT SOME MESSABOUTS ARE  
BACK!**

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)

**Provedores** Ian Trail

### 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](mailto: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 : Ross O'Brien rowing  
"Kelly's Woodyard" Bribie Passage  
Dec2019**



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

## FROM THE CAPTAIN'S CABIN

*Jim Jones, President*

With the change in directions for home confinement, movement and gathering that came into effect from midnight **Friday 1st May 2020**, we are now able to leave our homes for recreation activities such as boating and fishing, providing we stay within 50 kilometres of home and practice social distancing. We are able to do this with people we live with or with one other person. However, we are encouraged to be mindful of high congestion areas such as boat ramps.

SEQwater sites have reopened with restrictions on swimming, camping, playgrounds and barbeques. Please check SEQwater recreation and safety notices, as some sites may remain closed for other reasons, such as low water levels or upgrade work. The same restrictions as to travel distance and social distancing applies. SEQwater recreation sites opening hours are 6am to 5:30pm between May and August.

**From the 15th May** for 4 weeks (Stage 1), family and friends can gather in homes with a maximum of 5 visitors allowed from separate households.

However for the Association activities, friends and community gatherings of up to 10 people: for outdoor, non-contact activity in public spaces or parks will be allowed. We will also be able to travel a maximum of 150kms within your region for recreational day trips.

The Management Committee is meeting by video every Tuesday to review the changing situation. We are endeavouring to get the Messabouts back as soon as we can. On present indications from Qld Health, we should be able to conduct Messabouts from the 15th May for up to 10 Members. See the Calendar on our Web page or in this log for restart of Messabouts.

As the restrictions on meetings prevented the Association from holding our normal monthly member meetings, the planned changes to the Rules did not proceed. This has enabled the Committee to

review the latest Model Rules published by the Qld Government with a view of adopting the Model Rules in toto.

I am still in contact with the Brisbane City Council regarding Argyle St. There has been no progress on the repairs to the sewerage system at this stage.

I hear that there is a lot of activity going on in our Member's sheds. If you have a project that you are doing that may be of interest to other Members, please take photos of the progress, write an article on the subject and email it to our Log Editor, Ian Primrose. I believe that this month's Log is another bumper issue with heaps of articles to keep you occupied.

Last week I had the pleasure of presenting Ian Primrose with the Larry Loveday Award. I was wondering how to present the Award and keep "social distancing." Ian came up with a novel solution as you will see later in the Log.

When I was writing my article for the April Log, I did not think that I would be writing this month about the prospect of having the restrictions relaxed so soon. There appears to be some light at the end of the tunnel. But going on the crowds I have seen at the big boys store and at boat ramps lately, I hope that people, in their haste to get out and about, do not put us in a situation where we have to retreat back into our houses. Time will tell.

Stay Safe.

**Jim**

## UNDER CONSTRUCTION

**NEW! DAVE MICKLETHWAITE** is building a "Solo Micro Bootlegger" design by Nick Schade of Guillemot Kayaks. As usual he is writing a blog, words and photos, at <https://davesmicrobootlegger.blogspot.com/>

You must check this out – Superb workmanship from Dave – you will be amazed! It's art! Dave says that having this boat to build is keeping him sane during these crazy times.

**ROHAN WATT says:** After shoulder surgery stopped building late last year, I'm recovering



and finally painting the Water Rat.  
"Deb Bay 4", my second Water

**DENNIS SMITH**

I have built a kayak from scraps and off cuts, the plans are old mail order plans designed to be cold moulded or skin on frame 10' solo kayak  
[https://m.facebook.com/story.php?story\\_fbid=10216807312442192&id=1444788327&sfnsn=mo](https://m.facebook.com/story.php?story_fbid=10216807312442192&id=1444788327&sfnsn=mo)  
Now offered for Sale – See Sales Section

**COLIN PARO** is building a Ply-on-frame 14' Pacific Dory that will eventually be powered by a 15 HP outboard.

**RICHARD JENSEN**

I have completed a "Nutshell Pram" and I am now in the process of constructing an Oughtred "Puffin".

**BARRIE BAKER** is building an extended version of Jim Ingliss design of his boat "Gert by Sea". He is using Jim's temporary frames but spacing them at 480mm rather than 450mm giving a length of He is also raising the gunwale 100mm to incorporate a small cuddy cabin.

**NEW! JOHN WALDUCK** Kingaroy Member

"After buying the "Penny Fee" kit advertised in the February edition, I have begun construction. centreboard and case are complete, ready for installation.

Garboard plank is installed, and I'm working on plank 2. Bending the forward sections of these planks (9mm ply) is an "interesting" exercise. There is about a 70 degree twist over about 1 metre which is challenging to say the least. I've built myself a steam box to try out on the front of plank 2 to try for a more passive fit.

**LAUNCHINGS**

**BRAVO / ZULU** Naval Flags meaning "Well Done"

*Space available here for your launching announcement*

**WEBWATCH**

*Go boating without getting wet!*

**EPOXYCRAFT** – Hints and tips using epoxy at  
<https://epoxycraft.com/category/top-tips-best-ways-to-use-epoxy/amateur/>

Thanks, Malcolm

**How to make Stockholm Tar** with  
+ a bit of history thrown in. From Paul Hernes  
<https://www.youtube.com/watch?v=BorMxGyuluY&feature=youtu.be>

**Sabino Launch 2020: Mystic Seaport Museum**

Published on Apr 2, 2020

Get an inside look as we launched the Sabino for the 2020 season at Mystic Seaport Museum. Watch as Vice President of Watercraft, Chris Gasiorek takes us through the process of getting the boat back in the water.

<https://www.youtube.com/watch?v=kaTlpW7QIFk&feature=youtu.be>

**Historical 18 Footer Britannia's 2019-20 Season**

<https://www.youtube.com/watch?v=0vOnThGbTYY&feature=youtu.be> 22minutes Thanks, Paul Hernes

**Jigsaw – Tips & Tricks – thanks, Leo 11minutes**

<https://www.youtube.com/watch?v=u7YKJGOJBZo&feature=youtu.be>

Thanks Leo

😊 **JUST FOR FUN!**

*If you boil a funny bone, it becomes a laughing stock.  
That's humerus*



## LARRY LOVEDAY AWARD PRESENTATION

Jim Jones presented the **2020 Larry Loveday Award** to Ian Primrose, with due consideration to social distancing. The award was announced at the Annual General Meeting but Ian was in New Zealand at the time.



## REPORTS

### "MICRO-MESSABOUTS"

OK, we're in isolation but that does not mean we cannot escape occasionally. We are permitted to paddle, row or sail "for exercise" as long as there are only "groups" of two and social distancing is maintained. At the time of writing, we are entering **Stage 1**, From 15<sup>th</sup> May that permits:  
*Gatherings of up to 10 people for outdoor, non-contact activity in public spaces in parks for hiking and other recreational activities in national and state parks*  
*Recreational travel (max 150kms within your region for day trips).*

**Darrell & Ian Thursday 23<sup>rd</sup> April** - started at the ramp at the mouth of Cabbage Tree Creek and headed up Nundah Creek on a slack tide. Went almost to the navigable end and stopped at the little ramp for smoko – keeping the regulation anti-plague distance, of course.

A beautiful day – the fish were jumping; birds were singing and the butterflies were buttering. A 12 km round trip – nice to get out on the water especially with a flowing tide on the return.

It was so good that we went back again the following week and went up Cabbage Tree Creek to the Sandgate Road Bridge – a return distance of just under 10km with an average speed of 5kph.



Up Nundah Creek

### Another escape

Phil Brown, Alex Malcolm, David Sloper and Jim Jones were seen sailing at Redland Bay, Coochie Is, and Dalpura Bay – each in their own boats and maintaining great & strict distancing, of course. They saw at a distance, Don Hughes at Coochie and Ian and Robbie Kirk and Ivan Scott sailing at Dalpura Bay. Ron had been out for an hour but they missed him. David Micklethwaite is getting out on the Brisbane River for a solo paddle also. With the good weather, it seems everyone decided to get out and happened to be in the Southern Bay.

**Paul Hernes of Caloundra** writes: Went for a sail yesterday for some "exercise" only light winds waste of time plus it was like a weekend on the water there were at least half a dozen Jet ski riders exercising their wrists; dozens of fishermen trying to feed their families along with people in power boats zooming around exercising their I don't know what. I headed over to Lions Park to go for a walk on Bribie Beach hoping the South Easterly would start cooperating there was a sign on the foreshore stating that because of (you know what) entry was forbidden fines of up to 50 points applied, whatever that means. SE didn't look like cooperating so at 11.30 I went home. Cheered up when after cleaning the boat I went upstairs and confirmed there was beer in the fridge I knew the day would improve around 4pm



**BREAKFAST CREEK TO BALLYMORE**

**By John Tennock**

**Ship's log "Curlew" Thursday 7 May 2020**

**High tide 0950**

**Launched from Breakfast Creek ramp 1000**

The tide had already started to fall as we headed upstream under the first of 8 bridges across the creek including rail, road and foot bridges. No other boats on the water. In fact, after about 1.5km you come to a bridge with a sign 'End of Navigable Water'. Not a problem for our tiny boat at high tide so we had a cup of tea and carried onAs with most Brisbane creeks, once you are on the water in a small boat the main impression is of luxuriant mangrove margins with abundant wildlife including fairy martins (under bridges), cormorants, egrets, rails, a significant rookery of grey headed flying foxes and a few fish jumping.

Along the way several busy concrete plants as well as riverside parks, Northey St City Farm, the North Brisbane Bikeway and Royal Brisbane and Women's Hospital.

Undoubtedly the most impressive sight from low on the water was the Airport Link and Inner City Bypass interchange between Herston and Bowen Hills. Veritable forest of massive and, in some cases, very tall concrete columns. A cathedral like experience remarkably similar to entering a grove of forest giants in the bush. This alone made the trip well worthwhile.

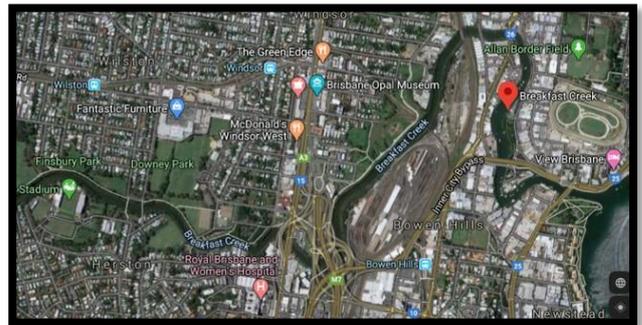


After 3.8 km we were almost at Ballymore stadium and becoming concerned that, having penetrated 2.3km into non-navigable water on a falling tide we could come to a sticky end in the mud so we prudently turned around. In fact there was no sign of muddy banks anywhere.

With a shower threatening we anchored under the Abbotsford Road bridge for a bite of lunch prepared by the ship's cook.

After lunch we continued downstream past the ramp, variously decrepit old boats and the Argyle St premises. Just as we were about to emerge in the Brisbane River a heavier shower convinced us to return to the ramp and pack up.

Overall a most enjoyable few hours on the water.



*Have you been out on the water? Tell us about it here...*

*By the way... SEQ Water venues are now open for day visits. If you are within specified road limits – go for it!*

**RENOVATION OF "HONU"**  
*Story David Golik*



*"Honu" appeared in the Launchings Section last month. David goes on to say...*

"I have always wanted to redesign a Polynesian wharram catamaran into a bridgedeck, as the classic style and story behind the Polynesian boats not to mention the simplicity is fascinating and the hulls perform so well in the water, however I was wanting more shelter on the deck from the elements while keeping her as simplistic as possible.

I acquired a Pahi 31 in 2016 and sailed her from Hervey Bay to the Mary River, Maryborough and pulled her out with a crane, put her up on some timber framework and got stuck into planning, all the



while considering good shade cover over the cockpit and wanting 2 good size double berths.

I cut the tops off both hulls and cut through some bulkheads to create greater spaces, while making new beams, cabin and cockpit cover with marine ply and using epoxy saturated system from Boatcraft Pacific, I would do a lot of ordering on the phone and they would get my stock to me promptly from the Sunny Coast.

Finally this year we have launched her, her original name was *"Murtle the Turtle"*, but we have given her a Polynesian name *"HONU"*, which means green sea turtle, and we hope to have many enjoyable sails out there on the water.

I also wanted to mention an interesting story and viewing on Youtube, Woody Brown's Manu Kai Catamarans and Woody Brown and the modern catamaran, very inspiring.

<https://www.youtube.com/watch?v=7JEOwbyWr7Y>

### LAUNCHING BY CRANE

*Very few of our Members' boats get to be launched by Crane. "Honu" (above) was one but there was another in 2003 and Ed Elcock remembered so here is an extract of the story that appeared in the 2003 Log.*

*"Chickadee, our cover photo this month was launched on 17<sup>th</sup> July 2003. This milestone came at the end of a three-year construction phase by WBAQ member Tony Keefe.*

*The launching was quite an exercise. With the 60t crane positioned in front of the house, it used its 120 foot jib to reach over, pick up the boat, lift it over the garage and a light pole, and put it down (on foam pads) in the street outside.*

*The crane was then repositioned and the next lift placed the boat on a vacant lot adjoining the main canal entering Raby Bay. The final crane reposition was able to pick the boat up from the vacant block and place it in the water. From back yard to water took about two and a half hours.*

*While on the crane, the boat was weighed at 1,900kg. When launched it floated about 100mm above its waterlines".*



First leap successfully completed



Lamp post below

### MEMORIES FROM THE BAY

*Stan Wood, Caloundra*

### WATER SPOUT

A fellow member of the Wooden Boat Association called into our house last year as he was passing by. We chatted about past boating adventures and he suggested I should write down a story or two. So, I thought if I embellished it with a few porkies; blame fading memory, it might be digestible. Secondly, I thought if I write down a few yarns for my eight-year-old grandson to read later in life, it might give him an insight into what it was like growing up as a young boy in those immediate post war years without a mum and having to make do with little; relying constantly on one's resources, yet having exciting experiences that few boys of his era will ever have....

Now Henry, I was born into a wooden boat family. I was raised on a diet of Moreton Bay cruisers, home built dinghies, both rowing and sailing; A class yachts including sailing on the last of the mighty 21-foot restricted yachts at the age of ten. My father, the late Stan Wood, who started off in a homemade canvas canoe called *"Pleasure"* on the Brisbane River was a very keen yachtsman who never owned a yacht in his whole life. He was a gifted and talented man in the sense he had the knack of borrowing yachts from their



more affluent owners who were too busy to use them. He would race them in A class yacht races down the bay. My mother died, unexpectedly, I was told when I was 10 and in Grade 5 at school so I was crewing on these yachts from 1952; the year she died.

I am sure this incident happened in 1956, my first year in High School. My father borrowed a yacht called "Tangaroa". She was a H28; a well-known design by Nathaneal Herreshoff; and a cruising yacht at best. This boat was ketch rigged and probably the slowest boat in the fleet.

We had rounded the Naval Reserve Beacon to the North West of Peel Island and were well West of this beacon in the central southern bay. It was a hot stinking day; the wind dropped away; we were becalmed; in the doldrums

We were all seated around the cockpit sole in a daze; all wishing something would happen to liven up the boredom, when somebody noticed this peculiar black convex shape, no larger than a rising moon start to appear over the hills in the vicinity of Myora. It quickly rose and increased in size as it turned from black to a very dark shade of grey. It was an awesome sight to behold as it quickly started to fill a once blue sky. This weather event was passing over the land mass of North Stradbroke Island and when it reached the bay water, we realized what it was; a monster of a water spout.

The funnel was extremely narrow in its mid – section as it picked up sea water and thrust it skywards into a giant mushroom shaped cloud that enveloped the whole sky. We could see it tracking generally westwards across the bay and on first impressions it appeared it would pass us a couple of miles at least to our south. We were all transfixed by this spectacle when inexplicably, it made a sharp right-hand turn from its intended course and came at us like a guided missile seeking a target.

Only my father's order to drop the sails snapped us out of our stunned mullet state of mind. We barely had the three sails down and furled as it approached; roaring like a freight train. It might have been only about two chain wide\* at the base and you could see the water rising out of the sea into the funnel.

This wall of rotating water hit us bow first and we went dead through the middle of it. The yacht seemed to lunge and roll considerably and within seconds it had passed over us. It had hardly passed us by half a mile or so when it seemed to lose its intensity. The whole column collapsed back into the sea. We had no

time to collect our wits when the sea water just fell out of the sky onto us like a ton of bricks. We covered our eyes to try to protect them. As it pounded the cabin and decks it cascaded overboard over the wash rails like a waterfall. As this eased all manner of stuff fell to the deck and surrounding sea. There were sizeable tree branches ripped from trees, shells from a midden, fish of all sorts, mainly, dead or dying, even a green frog.

I can't really remember the rest of this story; it could not have been too exciting. We probably sailed or motored back up the river like a bunch of drowned shags.

\*P.S. A chain is the length of a cricket pitch. It is 22 yards. A yard is a man's pace approximately 90 cms.

Stan Wood April 2020.

## WHAT IS A WHISKER POLE?

*Member Chris Treloar asked the Duckworks site to suggest the length of a "Whisker Pole". That's like asking those blokes for the length of a piece of string! But what is a Whisker Pole? The answer was found at **The Whisker Pole Seminar***

### **"Why a Whisker Pole?"**

Whisker poles are used for non-spinnaker class racing and short-handed cruising, or whenever downwind performance is desired without the use of conventional spinnakers. A properly sized and deployed whisker pole will allow the headsail to add considerable power and speed to downwind sailing. Telescoping whisker poles allow one pole to be used with furling headsails or multiple sized jibs and genoas on a given boat.

By projecting the headsail out to weather and out of the mainsail's "wind shadow", the headsail can fill and stabilize. Without a whisker pole, the headsail will flop from side to side, limp and useless. The use of a whisker pole will allow "wing on wing" sailing dead downwind with surprising performance. In recent years, asymmetrical spinnakers have become "all the rage" in off-the-wind sailing. These sails are subject to the same dynamics as jibs or genoas as you turn closer to dead down wind or try to sail "deep". The use of a whisker pole to hold out the clew of the asymmetrical sail will stabilize the sail in the same way as it does a genoa and allow better performance and an increased "sailing angle" with these sails.



Note that the telescoping whisker poles cannot support the tack loads of an asymmetrical, as these loads are far greater than the clew loads when the tack is set on the bow. In essence, trying to set the tack of an asymmetrical sail on a whisker pole is the same as trying to fly a spinnaker. Telescoping whisker poles cannot take these increased loads. A fixed-length pole of greater diameter is needed for this purpose, usually made of carbon fibre”.

***So now you know what it is – just don't ask how long it should be!***

## KNOW THE RULES

By JON ELCOCK

### Code Flags

Most of you will be familiar with some of the various code flags used in the maritime world to communicate between ships at sea and between ship and shore.

The more commonly recognise one is **the code flag ‘A’**



“Diver below”. When you see this one you must stay 30 meters away (60 meters for PWC). Talk to any diver and ask, “how far away from the diver’s flag do you come to the surface” and they will tell you anything from 80 to 800 meters or more. So when you see a code flag ‘A’ stay as far away as you can and keep a good look out.

**Let's skip down the alphabet to code Flag ‘V’.**



Not familiar? That’s because it’s generally only used on ocean going ships and it is indicating ‘*I require assistance*’

We carry a version of flag ‘V’ on our recreational vessels in the form of a bright day-glow orange sheet with a large black ‘V’ in the middle. The message is the same –‘*I require assistance*’. It may not be an emergency. You just ‘require assistance’. This is a good one to have no matter where you are boating, but it is the law that you carry a ‘V’ sheet along with flares (two red and two orange) when boating in partially smooth waters (Moreton Bay), and beyond.

**Links to smooth and partially smooth waters.**

<https://www.msq.qld.gov.au/Safety/Smooth-and-partially-smooth-water-limits/Swl-brisbane>

Now from that link you can download PDF for Brisbane South and North.

#### Definitions:

**Smooth Waters** - waves no bigger than .5 of a metre. We took our English friend over to Peel Is in February with it gusting up to 18 knots from the north, (smooth waters) the waves were over a metre. Mind you, I have seen some of the roughest sea state between Cleveland point and Peel Is.

**Partially Smooth Waters**, the waves less than 1.5 metres, and if you have any time on Moreton bay you know that’s a crock of rubbish. I have been out there with the navy on a LCH, we waves well over two meters high.

#### Safe Boating

**V sheet - easy to see, essential to have onboard.**



## KOTIKI

By JOHN TENNOCK

*Following on from John's Norfolk Island Adventure, last month...*

Over the next couple of years following my Norfolk Island trip I changed jobs, travelled overseas and had lots of experiences apart from wooden boats. I replied to a newspaper advertisement by someone looking for a weekend crew to help sail a 41 ft schooner in Auckland Harbour and the Hauraki Gulf. The boat turned out to be **Kotiti** who we had tied up alongside at Marsden Point on our way to Norfolk aboard **Clear Skies**.

Naturally, I signed on. Although she was built along classic lines I believe she was of fairly recent construction at that time. Probably quite a rarity and possibly one of the last of her kind to be built. She was a gaff rigged two masted schooner with deep bilges and a long, straight keel. Ideal for ocean



cruising but not much use for winning races in the harbour, as we proved by coming a resounding last when we took part in the Auckland Anniversary Regatta one year.

While she didn't win races she was a lovely boat to be on with plenty of room and good company. Crewing on *Kotiti* provided great weekend sailing on Auckland's beautiful harbour over the next year or so. As so often happens, when you are on a boat, especially when sailing, it is difficult to take your own photographs and other boats usually don't get close enough to take decent shots. I have been very keen to find out more about *Kotiti's* whereabouts and hopefully get some photos for the historical record. Occasional web searches over a couple of years produced nothing except this rather enigmatic extract from..

**THE REPORT TO THE NEW ZEALAND GOVERNMENT  
BY THE NEW ZEALAND NAVAL BOARD 1ST APRIL  
1961 TO 31ST MARCH 1962.**

*Naval divers assisted national projects and other Government Departments in need of their special skills; the Naval radio station at Waiouru handled 100,628 commercial messages overseas; outside organisations sought the help of the Naval Dockyard for industrial resources available nowhere else in the Dominion. Ships carried seven tons of supplies to weather stations, supplied lighthouses, and steamed 2,354 miles on oceanographic research. And, of course, there were the occasions, notably the recovery of the schooner Kotiti, when the presence of available and disciplined forces was of benefit to the police. Clearly, if New Zealand had no Navy it would be forced to develop some similar organisation to take over a large part of its non-military duties.*

What did that mean, did *Kotiki* survive, was she still afloat? Eventually I found someone in Christchurch NZ who knew where she was, had recently spoken to the owner, and would get back to me with contact when next they spoke. Then nothing more.... until some months later I received another enigmatic email from someone I have never heard of saying –

“She is in Havelock top of the south island. I sailed on her 20 years ago when I was 14 and have been obsessed with boats ever since!” That's all!

Now we were getting closer. Anne and I had passed through Havelock on holiday quite recently. Lovely place. Started searching the web for Havelock and eventually tracked down a local water taxi operator,

John and Catherine Beavon of Pelorus Water Transport “Yes! We know *Kotiti*. She has been re-furbished and is as good as new.” We can get you some photos. A few more weeks pass. Finally, about 40 years after my crewing experience and several years after the start of my search John and Catherine sent me the long awaited photos.



*Kotiti in Pelorus Sound NZ*



*Kotiti at Havelock NZ*

*Aaah, good memories....*

**SHOW, TELL & ASK**

*“Use what you've got,  
not what's in the shop”*

**TELL: Petrea McCarthy writes:**

This quote from [Nick Skeates](#), 4x circumnavigator, budget cruiser extraordinaire and designer of the Wylo 2 cruising yacht, has guided my choices for many years. However, I am not one of the faithful who scrounges everything.

When I needed a new top batten for my Oughtred Puffin, I went straight to Muir Marine at Manly. Jason Muir sold me a very expensive epoxy batten, as they didn't have any old-fashioned fibreglass battens small enough. I thought of trying to source a traditional bamboo batten, but had no idea where to find one. I paid up and crossed the item off my list.



This epoxy marvel had a plastic tip on the inner end, but the outer end was bare. I wanted an outer end tip with a lacing eye, but I was out of luck. Jason suggested drilling a hole through the batten instead. This seemed reasonable at the time.

However, when completing the boat's refit in my covid 19 hideout 2 ½ hours NW of Brisbane, I discovered I really needed that \$1.50 batten end. The batten was not quite long enough. Perhaps I could have ordered one online, but the postage would have cost far more than the actual item. Besides, I wanted it now.

After more unsuccessful brainstorming than I like to admit, I decided on the solution pictured. I wasn't sure it would work, but adopted a try-it-and-see approach. I had a new tube of Selleys Aqua Knead-it epoxy, so I chopped off a bit and moulded it to the end of the batten. Half an hour later, when it was hard, I cut it to length, sanded it smooth-ish and drilled the hole. Then I found I only had Bunnings 3mm cord, not the 2mm lashing line I intended to use. Another half hour of careful filing and the hole was oval and big enough for two turns of 3mm.

Now to find some water in which to sail.....



**Bonus: See Nick Skeates on Gypsea at:**

<https://vimeo.com/284310686>

**From Ian Mortleman - TELL  
PRODUCT REVIEW -ESP FLOOD**

Easy Surface Prep (ESP) made with Penetrol

I have used this product several times both on boats and around the house mainly because I don't really like sanding.

I have only used where the surface and existing paint or varnish is in good condition. Where there is say varnish lifting I do sand that back before coating with ESP then an undercoat /Primer (for paint) before a top coat.

It states that "paint is bonded to any glossy surface, enamel, varnish, appliances, furniture, porcelain, kitchen cabinets, ceramic tiles, Laminex and even glass.

Presently using it on glossy varnish that has seen better days and is in an area where deep sanding is very difficult.





You can see the water affected edge on this varnished trim under a window. I sanded the affected area and coated the entire piece with ESP before and primer under coat then top coat paint. Applied using a scouring pad.

I also wanted to change the aluminium fly screen frame to match a newly painted window in cream. The frame is anodised bronze, so following instructions, which suggests application with a scouring pad which wasn't readily at hand I used a fine steel wool to rub ESP onto the aluminium fly screen frame. Once dry a quick spray with a primer before brushing on the cream top coat and oil base paint. The primer and top coats have adhered very well to the ESP so overall I think this is a success.



Available at all good hardware stores

**Another one from Ian Mortleman - TELL  
LEARNING THE ROPES**

Oils ain't Oils I recall this saying from an old TV ad.

Same goes for "ropes ain't ropes" we all know that. I have a new Tender which I am going to tow rather than lift onto the deck.

Bugger buying new rope when you have two sound looking coils



The red flecked coil is light and is a covered rope so no splicing still adequately strong, the blueish rope is a Leo special that is on sale to WBAQ member and it's a lot stiffer and heavier.

So which one do I use, well one consideration is "the rope needs to float" to minimise the chance it will be picked up by the towing boats prop.

A little test, take a short length of each and drop into them into a bucket of water. The result surprised me; the red rope piece sank to the bottom immediately light weight is not a good indicator of floatation, Leo's blue rope is still floating. Choice made and yes, it can be spliced.

😊 **THINK ABOUT THIS...**

**If we're not meant to have  
midnight snacks.  
Why is there a light in the  
fridge?**



## STIMULUS PACKAGE FOR DUMMIES

### Subject: Stimulus (Author unknown)

A tourist visiting the area drives through town, stops at the motel, and lays a \$100 bill on the desk saying he wants to inspect the rooms upstairs to pick one for the night.

As soon as he walks upstairs, the motel owner grabs the money and runs next door to pay his debt to the butcher.

The butcher takes the \$100 and runs down the street to retire his debt to the pig farmer.

The pig farmer takes the \$100 and heads off to pay his bill to his supplier, the Co-op.

The guy at the Co-op takes the \$100 and runs to pay his debt to the local prostitute, who has also been facing hard times and has had to offer her "services" on credit.

The hooker rushes to the hotel and pays off her room bill with the hotel owner.

The hotel proprietor then places the \$100 back on the counter so the traveller will not suspect anything.

At that moment the traveller comes down the stairs, states that the rooms are not satisfactory, picks up the \$100 bill and leaves.

No one produced anything. No one earned anything.....However, the whole town is now out of debt and now looks to the future with a lot more optimism.

*And that, ladies and gentlemen, is how a Stimulus package works... simple?*

## GOOD OLD DAYS- MESSING ABOUT FRASER ISLAND.

*David Golik, Maryborough Member*

I have found some old photos from a WBAQ messabout we attended in our then 23' woods catamaran in the Great Sandy Straits around 2013.

**Cheers, David Golik**

**Photos:** Photo 1 Dave Golik's Woods 23; Not sure of the yellow boat in photo 2; The blue one in Photo 3 is Dave Micklewaithe's; Photo 4 unknown; Photo 5 – Rick Sutton in Navigator "Chelsea" Photo 6 is Jim Ingliss in "Gert by Sea"





## A BRIEF HISTORY OF "SEA LARK" A HARTLEY TS18

by Jim Jones



SeaLark Circa 1970

(Note the Seagull hanging on the stern)

In June I went to the 2008 Bribie Island Classic. During the public inspection, one of the other sailors was admiring *Sea Lark*. I started a conversation with him and he remarked that he had built a Hartley called *Sea Lark* in Townsville and that someone had used his name on this Hartley. His eyes lit up when I informed that this boat had been built in Townsville in the 70's. His name is Bill Dowd and now lives on Bribie. He now sails a Shearwater dingy and is restoring a Hartley TS16.

Bill built *Sea lark* during the period 1969 to 1971. She was launched in Ross Ck. at 6.30 am on 10 April 1971. The log for that day reads;  
"Fresh SE. wind, rough sea. Jib and reefed main, into the harbour, had morning tea, back to the boat ramp"  
Bill and his family sailed *Sea Lark* in the Townsville region venturing as far afield as Magnetic Island, Stone Island, Middle Island and Gloucester Island. *Sea Lark* survived tropical cyclone Altha, a Category 4 cyclone, when it hit Townsville on December 24, 1971 while on its trailer in Bill's front yard. Although part of the house roof blew off nothing happened to *Sea Lark* except a covering of shredded leaves.

*Sea Lark* was sold to a Mr G. Dunne on 14 March 1974.

Between 1974 and 1981 her name was changed to *Jumbuck*. In 1981 *Jumbuck*, was purchased by Ayr based Writer/Photographer, Steve Farmer from a Mr W Brown. Steve notes that she had;  
"a navy blue hull, white cabin and came with a mainsail, jib, genoa, and an ancient, cantankerous and



very noisy 6hp Chrysler outboard."

Steve changed the interior from a bare cabin of a racing yacht into a cruising yacht. He and his family sailed far and wide. Bowen, Cape Upstart, Hinchinbrook Island, Cardwell and the Whitsundays. In 1985, Steve decided to repaint Jumbuck and during the process, removed the name board. Underneath the board was the original name of *Sea Lark*. Deciding this name sounded more nautical, Steve renamed her *Sea Lark*.

During his ownership, Steve wrote several articles featuring *Sea Lark* for *Cruising Helmsman*, *Modern Boating* and *Fish & Boat*. Steve sold *Sea Lark* to Mr Col Miles who moved to Rockhampton and then on to Brisbane.

During the 70's Helen and I owned an 14ft Enterprise dinghy which we sailed on Cooby Dam just North of Toowoomba, Clarence River at Yamba, Maroochy River at Cotton Tree and on Moreton Bay. In 1998 we looked at various trailer sailers and eventually found one we liked, a Hartley TS18 called *Sea Lark*. We took delivery of *Sea Lark* in July 1998. I joined the Hartley Multi-Class Trailer Sailer Association and competed in the Hartley TS18 State Titles.

From 1998 until 2002, Helen and I sailed *Sea Lark* around SE Queensland.

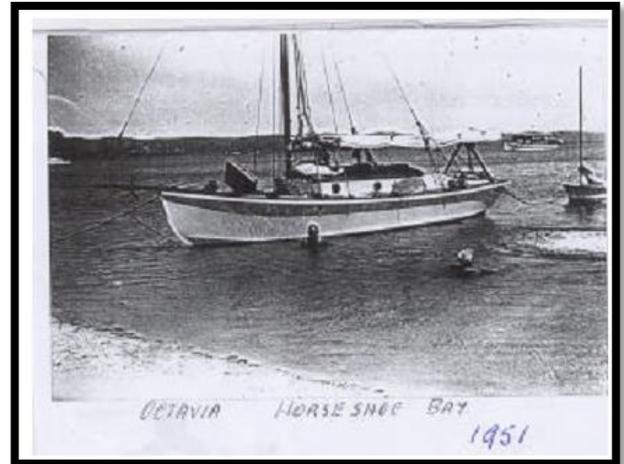
This included the Broadwater, Moreton Bay, Lake Wivenhoe, Lake Cootharaba and the Great Sandy Straits and included entries in the Hartley Trailer Sailer Queensland State Championship, placing second in 2001 and 2002.

In 2002 after the Championship Regatta I decided to repaint *Sea Lark*. This resulted in a restoration which lasted 5 years. It was relaunched at Colmslie at 0900 on 15th March 2008. In 2015, I stripped *Sea Lark's* hull back to bare timber and repainted using BoatCraft Pacific products.

Helen and I and our children and grandchildren have all sailed on *Sea Lark* at various times on the Clarence River, Pumicestone Passage, Lake Cootharaba, Lake Wivenhoe Somerset Dam and Moreton Bay.

## BOAT WITH A QLD HISTORY SIGHTED ON GUMTREE

"OCTAVIA"



Built by Late **Albert Jeays** a WBAQ Life member, in 1950 from William Atkin Design it is 29' long with beam of 8'6" .; Draft 3'. Albert served as a boat skipper in Northern Australia as a serving member of the Engineers. After WW2, he decided to build a copy of his father's boat "Octavia" that was built about 1880. Albert died on 3rd October 2018 at a ripe old age and he was sailing on the Bay to the very end, much to the consternation of some of the family.

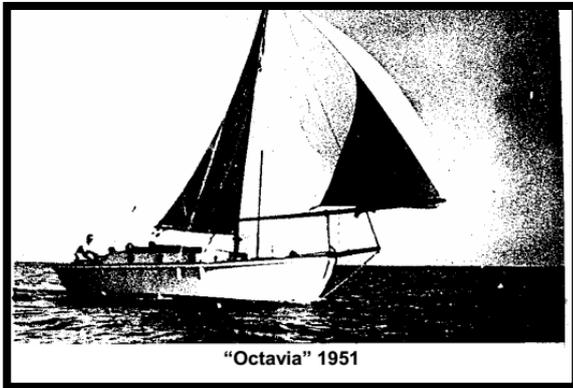
Albert's latter *Octavia* was launched in 1950 after a 4 ½ year build and Albert sailed all over Moreton Bay in her. It was the starting boat for the Moreton Bay Yacht Club until 1999 when it was refitted. Unfortunately it now appears to be in a poor state and is located in Toronto NSW and is listed on Gumtree. No motor. It's a shame that a boat with a wonderful Qld provenance has fallen into this condition. Hopefully, someone will do a good restoration.



*Octavia as she is now*



If it hasn't been snapped up, it can be yours for \$100. Gumtree.com.au/s-ad/Toronto/sailboats/1950-sailboat/1228578896



*Octavia in better days*

## THE MOTOR - ALBERT JEAYS WROTE IN 2004

5 August 1951

We decided not to go out this weekend, though as it turned out – the weather would have been ideal. Light westerly Saturday morning with a sea breeze from the north east in the afternoon, followed by the same on Sunday, although Sunday's north-easterly was approximately 20 knots.

Went aboard on Saturday afternoon to do a bit of cleaning up and I was dismayed when I turned the engine over to hear the gurgle of water through the compression release valve. This could only mean a blown gasket. Of course it could have been a cracked head, and I was greatly relieved when I lifted the head to find that it was only the gasket gone. To take the head off is about two hour's work. All the water circulating pipes, exhaust pipes, fuel lines and injectors have to be removed before the 14 or 16 holding down bolts of the head can be removed.

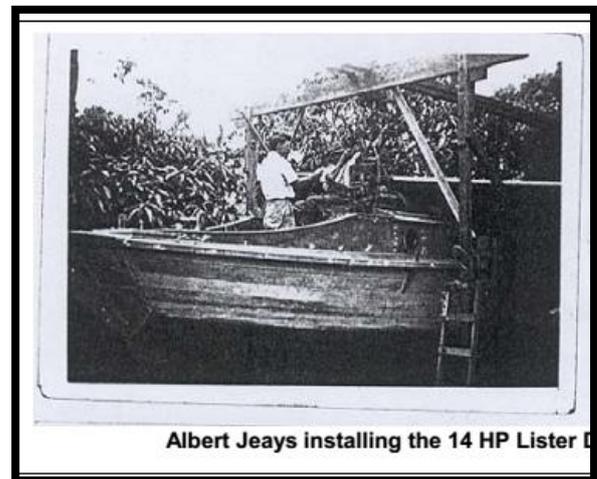
This was the second time the gasket had blown and I have fears that either the head or block is at fault by having a slight hollow in it. I do not think I have been at fault by not tightening down the head enough, but I will make sure that I do so in future. Either the gasket will not blow or I will strip the nuts by tightening them too hard. Of this I have been afraid, so I will have to ring Frank Watts at Winchcombe Carson to ascertain just how tight the nuts should be.

Frank Watts was a brother of Lance Watts, a famous 18 footer and Fosters Cup skipper. He with Norm Wright founded Watts and Wright Boat Builders of Bulimba. When in 1946 I laid the keel of "Octavia", my father (Charles Joshua) asked me what I was planning as regards an engine. At that stage I had not looked that far ahead. My father remarked "I think we should visit Frank Watts." The Watts (Frank, Lance and Dick) were well known to my father.

Out of the first shipment of Lister engines to arrive after the war years was a two cylinder 14 horse power model that was secured. I still have the invoice, the cost was 428 pounds. At that time the average man's wage was 6 pounds a week. It must have been a great satisfaction to Dad, when after 4½ years "Octavia" was launched at the end of Palm Avenue Shorncliffe. From that day in 1950 until 1956 when Dad passed away he was a regular member of the crew.

I replace the head on Sunday morning and before dinner ran down the creek as far as Baxter's jetty so everything will be ready now for next weekend.

**Published in THE LOG April 2004 – Thanks to Ed Elcock for the Log archive**



**NEXT MONTH** : Albert's service in Norther Australia leading up to the building of Octavia

Want to dream about **WILLIAM ATKIN BOATS?** – 300 plans at this site with a good supply of photos <http://www.atkinboatplans.com/index.html>



### INFORMATION WANTED CAN YOU HELP?

Ian Kirk

Phill Morse who Ian met on his first coastal cruise way back in 1974. Ian Kirk can be contacted at [tardisea@inet.net.au](mailto:tardisea@inet.net.au)

Restoration of a former Naval craft (?) by Warren Smith in Burnett Heads.

#### Restoration of a former Naval craft (?) by Warren Smith in Burnett Heads.

Warren is a retired shipwright who did his apprenticeship with Merv Saunders and Don Muir. He now lives in Burnett Heads where he has commenced the restoration of a 14 foot boat that includes the engraved wording **14' 957 GI 1946**. It is this that makes one wonder if the boat was built at/or for the Garden Island Naval establishment in Sydney Harbour. Possibly it was either a workboat with sailing ability or was in fact a sail training craft. Warren is keen to hear from anyone who could provide any history, particularly regarding the design of the rudder which he didn't get when buying the boat in Canberra some 22 years ago. The boat has tee tree knees and stem while the planking is meranti. Fastenings are copper roves. Warren is currently replacing a few planks. The centre board is galvanized iron and the wheel shown in one of the pictures is used to raise the plate with a line wrapped around it and leading to the plate on one end and a cleat to make it fast. Interestingly, there is a slot in the edge of the plate that lowers over a pivot bolt, a system that is used in Hartley Trailer sailors.

He has the original gunter rig spars and sails and says that there were four copper buoyancy tanks installed. The fastenings are copper roves.

Warren is using traditional construction methods in the restoration and as he is unable to use red lead will be using a linseed oil based pink primer, white linseed oil undercoat and topcoat hopefully to the original naval colour.

He would appreciate any information in regard to this colour. Future updates are likely.

Warren can be contacted directly on 0427294277 or by email at [cherylrobynsmith@bigpond.com](mailto:cherylrobynsmith@bigpond.com), particularly if you can provide any information in regard to its history, build or a potential future home on completion.

Interestingly, this project was brought to the attention of our member Ian Kirk by a fellow cruising yachting





**MYSTERY OBJECT**

*Provided by Ian Mortleman*

**BUILDING A SCHOOL-AGE CHILD'S KAYAK**

*Text & Photos by Darrell Spiers*

**ANSWER FROM LAST MONTH**



**It's a lock for your oars – though not an oarlock.**

A pair of oars goes under the two hooks and the shaft goes through a suitable hole in a thwart or floor board etc. A padlock is inserted through one of the holes in the shaft. No-one can knock off your only means of propulsion while you are away from your boat!

**HERE'S A NEW ONE FOR YOU TO SOLVE**

There is a significant prize involved here – a WBAQ coffee mug from Leo's stash of goodies. Send your ideas to [imprimrose@powerup.com.au](mailto:imprimrose@powerup.com.au) If there is more than one correct entry they will all go into a draw to pick a winner for this most sought-after prestigious prize.

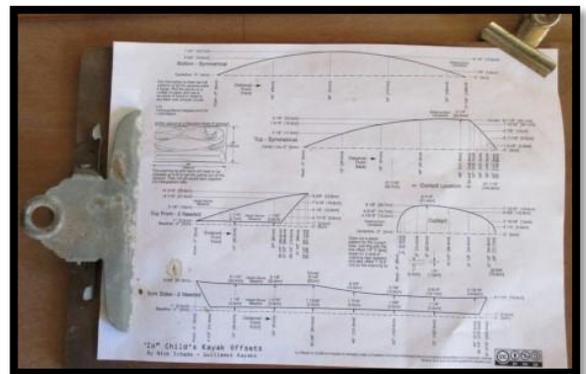
**Clues**

Something found offshore of North QLD  
An occurrence at shops early in the year.  
I have a clue



Bored during lockdown I have started construction of a stitch and glue one sheet canoe, designed by Nick Schade with plans downloaded from the internet. For those members that are interested I intend to show and list the steps in the construction with pictures and words over a few issues of the Log. The first photo shows the plan as printed in A4 size from the internet

<https://www.guillemot-kayaks.com/stitch-and-glue/recreational-kayak/io-childs-kayak/free-plans-kids-kayak>



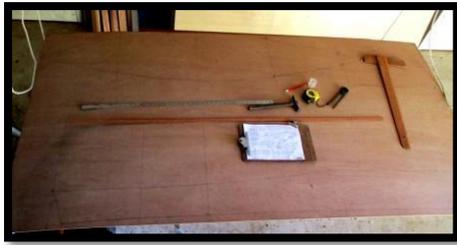
Before we start I will give you my views on the stitch and glue construction. It is promoted as a quick and easy boatbuilding method, My view is that it is not a quick building method, as the time it takes to get a good finish on the boat is far greater than any time saved in the early stages of construction. It is not an easy method having to work with "frozen snot" and glass tape, e.g epoxy resin and glass tape and it is by no means pleasant. However it does produce a strong clean joint in plywood when the required time is taken and a quality finish is produced. Sometimes the end result is more like the product of a quick and dirty boatbuilding contest.

OK I have had my say, so we will start on the steps involved.

**STEP 1** Mark out the plywood panels as per the plans on the plywood sheet. In this case we are using 3.6 mm cheap exterior ply. Use a thin batten approx. 4 mm thick for marking all curves. The second photo



shows the sheet marked with all the hull panels, time taken 1 hour.



**STEP 2** Cut out the panels with a jig saw fitted with a blade that will cut thin ply without any breakout. Carefully cut to just one side of the line, taking your time to cut accurately as this will save time in the next step, time taken 1 hour.



**STEP 3** Carefully sand panels to the line watching for any unfairness in the curves and any matching panels, such as the two sides should be clamped together and sanded as a pair, time taken 1.5 hours. Photo three shows the cut out and sanded panels



**STEP 4** Choose as small cable ties as you think will hold the panels during the stitch and glue process and mark for the drill holes at 120 mm CTRS on the flat bottom panel. Drill holes just large enough for the electrical ties as close to the edges as practical, in this case 6 mm from the edge. Carefully align the sides from the front and mark and drill matching holes for

the ties, finish by sanding all burs from the drilled holes, time taken 1.25 hour.



**STEP 5** Install the ties working from the bow, one on the port side and one on the starboard side, at this stage do not fully tighten the ties until all have been installed. Photo four shows the panels tied together, time taken 1.25 hour.



**STEP 6** Check the assembly for any twists by placing on a level flat surface and measuring from the surface then install temporary cross braces to hold the correct shape while applying the glass tape and epoxy, but that process is for next month Log.

I cannot think of a better project to learn and practice stitch and glue procedures before attempting to build a larger craft. And a kid will get a boat!

### BUILDING A CURLEW

David O'Dempsey – WBA Victoria

*Last month we ran an article on John Tennock's nesting dinghy "Curlew". Well, serial boat-builder David O'Dempsey a member of WBA in Victoria has put together a modified version. Here is his story that appeared in WBA "Shavings":*

A couple of years ago I downloaded John Tennock's (QLD WBA) plans for his "stitch and glue nesting dinghy "Curlew".

I started cutting out templates of the planks and other bits at the local Men's Shed I attend once a week, and within a short time the project aroused the



enthusiasm of 3 of the men, who each declared their intention of building the same boat (hence the templates, to assist in mass production.).

As one chap wanted to sail his version, and John Tennock advised he hadn't envisaged it sailing, I chatted with Tom and Carole Whitfield. Within a few weeks I received Tom's typed and comprehensive comments in the mail, together with an A1 sheet containing modified drawings to assist me. Basically we would have to raise the hull height 3 inches (Tom doesn't do metric), put in a centre board slot in the only available position in the boat, construct Mast, rudder and centre board, redesign the "hold-me-together bits position, attach skegs and.... So on. Tom said he had a sail available.

Things sort of slowed down over the next year, and the others appeared to lose enthusiasm (I told them they could expect to lay out \$800-\$1000 each), and although I had organised all the stuff I required, my templates sat there gathering dust ...until the Covid 19 restrictions hit us, and like many other club members I got down to serious work (I hear that Andrew Yen is starting off again too. Our Postie was telling Margaret about a neighbour starting a boat, and she was concerned he may need some help. Margaret felt that Andrew would cope ok.).



It's coming on, and tomorrow I anticipate breaking out the saw to separate the two bits.

Now I can hear John T. saying "hang on David, my plans call for each half to be constructed as two different entities, only held together temporarily once the gunwhale is attached".

Well yes, John, but the changes caused by sticking a sail on it caused me to consider another option for assembly. I don't really like doing stitch and glue, and with having to add a 4<sup>th</sup> plank to increase the hull depth, I decided to build the thing as clinker, get the benefit of using stringers to get my lines straight, and help get the lines of plank approximately right.

Ok, so I had to make changes to the bulkhead shapes, and put in some floating ribs for the upper planks – but, John, I did use your dimensions otherwise, and the plank templates were very handy to use when roughing out my clinker planks.

I've still got all the fiddly and boring bits to go, but I'm happy with the progress. Here's the last layer of gunwhale being stuck on.

John's original design can be seen at

[https://www.google.com/search?q=curlew+nesting+dinghy&source=lnms&tbm=isch&sa=X&ved=2ahUKewjMwr7Yo\\_voAhWqILcAHRvhBjCQ\\_AUoAnoECAwQBA&biw=1396&bih=657#imgsrc=-Y4iAbB0Qn0ohM](https://www.google.com/search?q=curlew+nesting+dinghy&source=lnms&tbm=isch&sa=X&ved=2ahUKewjMwr7Yo_voAhWqILcAHRvhBjCQ_AUoAnoECAwQBA&biw=1396&bih=657#imgsrc=-Y4iAbB0Qn0ohM) and the

plans downloaded at

<https://www.boatdesign.net/attachments/curlewstudyplan-pdf.18563/>

### 23<sup>rd</sup> April 2020

It's now tomorrow and the deed is done. Lots more to do, but maybe I can get the cars back into the garage now. Time for a cuppa!

### *Making the Cut*





**NAUTICAL BRAIN TESTER**  
*Submitted by Anne Tennonck*

Anne Tennonck has been doing 'recreational physics' problems to keep her brain alive during lockdown. Here's one for the boaties.

*A small boat is headed for a harbour 32 km north-west of its current position when it is suddenly engulfed in heavy fog. The captain maintains a compass bearing of northwest and a speed of 10 km / h relative to the water.*

*Three hours later, the fog lifts and the captain notes that he is now exactly 4.0 km south of the harbour.*

*(a) What was the average velocity of the current during those three hours?*

*(b) In what direction should the boat have been heading to reach its destination along a straight course?*

*(c) What would its travel time have been if it had followed a straight course?*

Anne has figured out the answers (which are not in the book) which will be provided in the next issue of The Log.



**AND JUST LIKE THAT:  
 HAVING A MASK,  
 RUBBER GLOVES,  
 DUCT TAPE,  
 PLASTIC SHEETING  
 AND ROPE IN YOUR  
 TRUNK IS OKAY.**



**The Australian Taxation Office** suspected a fishing boat owner wasn't paying proper wages to his deckhand and sent an agent to investigate him.

**ATO Auditor:** "I need a list of your employees and how much you pay them".

**Boat Owner:** "Well, there's Clarence, my deckhand, he's been with me for 3 years. I pay him \$1,000 a week plus free room and board. Then there's the mentally challenged guy. He works about 18 hours every day and does about 90% of the work around here. He makes about \$10 per week, pays his own room and board, and I buy him a bottle of Bundaberg rum and a dozen Crown Lagers every Saturday night so he can cope with life. He also gets to sleep with my wife occasionally".

**ATO Auditor:** "That's the guy I want to talk to - the mentally challenged one".

**Boat Owner:** "That'll be me. What'd you want to know"?

**TRUMP ON CORONAVIRUS 😊**

The American Medical Association has weighed in on Trump's Coronavirus strategy: The Allergists were in favour of scratching it, but the Dermatologists advised not to make any rash moves. The Gastroenterologists had sort of a gut feeling about it, but the Neurologists thought the Administration had a lot of nerve. Meanwhile, Obstetricians felt certain everyone was labouring under a misconception, while the Ophthalmologists considered the idea short-sighted. Pathologists yelled, "Over my dead body!" while the Paediatricians said, "Oh, grow up!" The Psychiatrists thought the whole idea was madness, while the Radiologists could see right through it. Surgeons decided to wash their hands of the whole thing and the Internists claimed it would indeed be a bitter pill to swallow. The Plastic Surgeons opined that this proposal would "put a whole new face on the matter." The Podiatrists thought it was a step forward, but the Urologists were pissed off at the whole idea. Anaesthesiologists thought the whole idea was a gas, and those lofty Cardiologists didn't have the heart to say no. In the end, the Proctologists won out, leaving the entire decision up to the assholes in Washington.



**glad i didn't  
waste my money  
buying a planner  
for 2020**



**CALENDAR OF MESSABOUTS & EVENTS**

**One day, weekend and week-long Messabouts and big events in 2020**

**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

**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
<b>Messabouts while in partial lockdown</b>			
As lockdown restrictions have been partially lifted we will restart Messabouts with some restrictions. At the moment we are only allowed gatherings of a maximum 10 people, so if your intention is to come to a Messabout please call me on "old school" landline No. 07 3298 5394 and inform me so I can keep a list with the cut" off point after 10 members have notified me. We will be practicing social distancing rules and any other current rules relevant to the pandemic.			
Next months' Log will have a full list of planned Messabouts and dates for the rest of the year. The date chosen for the <b>Caloundra week will be Friday 14 August to Friday 21 August.</b> This advice is so that accommodation can be booked.			
<b>MAY</b>	<b>P,R,M</b>	<p><b>21<sup>st</sup> MAY Brisbane River Cruise</b></p> <p>The Plan is to cruise upstream and stop at the new river access hubs. This cruise will be followed in the second half of the year by another cruise starting upstream and cruising downstream to the river access hubs that we will not be able to cover on this first messabout.</p> <p><b>Launching ramps</b> -Northsiders should be able to launch at the single lane ramp into Breakfast Creek on Sandgate Rd. Note:- Low bridge clearance on Breakfast Creek bridge. Southsiders may be able to launch at Colmslie Boat Ramp into the Brisbane River'.</p> <p>The meet up point will be the mouth of Breakfast Creek at 9.30 AM.</p> <p>Our first stop will be River Access Hub at New Farm Park for morning tea on the pontoon alongside the Powerhouse complex. The next stop is the city Botanical Gardens Hub attached to the Riverwalk for lunch and then if time allows we will proceed to the pontoon on Riverside Drive South Brisbane before returning to our launching spots.</p>	
<b>JUNE</b>	<b>P</b>	A paddle only messabout on <b>North Pine Dam</b> is planned on <b>Wed 10 June</b> Start time 9.00 AM Launch from Canoe Facility at Forgen Cove Winn Rd Samsonvale.	



**COMING EVENT DETAILS**

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

**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 \$8; Stick-on labels 50cents. Metal Plaques MkII \$10. **BURGEES** \$15.

**WBAQ Pennants** – Dress your boat –just \$10

**Contact Leo**



**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 3843 1422 or 0418 781 756 [ejsines@bigpond.com](mailto:ejsines@bigpond.com)

**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

**MODEL YACHTS** Give your office that nautical feel by displaying a smart looking yacht. With no maintenance (except for occasional dusting), taking little space and no storage fees this is cheap boating! Leo has these fine yachts for sale for just \$50. For display – not for water! Ideal gift for yourself or someone else. Several different models available  
Leo Sines 3843 1422 or 0418 781 756 [ejsines@bigpond.com](mailto:ejsines@bigpond.com)

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