

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

THE LOG

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JULY 2020

When is a re-build a new boat? *“Now, it is a law in Lloyds that the Jane (meaning any boat) repaired all out of the old until she is entirely new is still the Jane. The Spray changed her being so gradually that it was hard to say at what point the old died or the new took birth”.*

Joshua Slocum *“Sailing alone around the World”*



TRANQUILL EVENING, POINT CARLO – Sandy Straits

Story inside – Photo- Rick O'Donnell



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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.

***Until further Notice, Meetings are temporarily held at
Wynnum Manly Men's Shed
59 Granada St, Wynnum.**

Messabouts are held monthly. For details of these and other wooden boat events, refer to the calendar of events later in this newsletter

**MEETINGS ARE BACK FROM
AUGUST WITHIN LIMITATIONS
See inside for details
Messabouts are being run**

Sub-Committees

Messabout Calendar info@woodenboat.org.au

St Ayles Skiff Sub-committee

Steven Ainscough- Leader

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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

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

This Month's edition of the Log brings some good news and some sad news.

Last Thursday I was informed that Mac Finch, our Life Member and Librarian, had passed away on Wednesday night 8th July. Mac had been unwell during the previous week and had not fully recovered from a fall he had in February 2019. There will be a private family service Wednesday 15th July with a Memorial Service at a later date. Our thoughts and prayers are with Mac's extended family and friends.

Subject to the Argyle St move going as planned, the Committee has decided that the small office that is envisaged to hold the Library will be called "The Mac Finch Room" in honour of Mac and his contribution to the Association.

With the changes in the COVID19 Directions issued by the Queensland Health the Association is now in a position to have meetings of up to 50 Members in a single undivided indoor space. However physical distancing remains of at least 1.5 metres away from other persons where possible and that occupant density is no more than one person per 2 square metres. However, our typical "buffet style" serving of our BBQ meal is not allowed.

On this basis the Committee has decided, with the blessing of the Wynnum, Manly and District Mens Shed, to re-commence Monthly Members Meeting. The first Meeting will be on Tuesday 11th August at 7:00pm following a BBQ commencing at 5:00pm. Instead of the usual self-service, we will be having a gourmet hamburger served in a cardboard hamburger box. A beer or softie will be available.

There are a few housekeeping rules we need to follow.

- If you are unwell please do not come to the Meeting.
- We have to observe physical distancing to the extent possible.
- All Members shall sign in at the Treasurer's table. Guests shall provide name, address and contact

number.

- The Members cooking and preparing the hamburgers shall wear gloves and masks.
- A Committee Member shall be in charge of the esky.
- The cost of the delicious hamburger and drink will be \$10.00.
- We hope to have a touch-card system to eliminate cash but if you do not have a card, please have the correct amount of money for the cost of the meal. There will be no change available or given.

I will send a email to all members closer to the date of the Meeting with the WBAQ COVID-19 Monthly Meeting Requirements.

It will be essential to RSVP prior to the meeting for catering and spacing requirements.

Last Month, the Association submitted an application for a Grant from the Lord Mayor's Community Fund to cover the costs of 5 portable UHF CB two-pack radios (2 radios each in 5 kits with chargers) and a soft-pack First Aid Kit. The Association was successful with the awarding of the grant. The items are now available for use on Messabouts. If you regularly attend Messabouts and could use a UHF radio, please give me a call and we can assign a two pack to you. Naturally you will have the responsibility of keeping the radios safe and charged.

With the commencement of the Monthly Members meetings and a requirement for the Committee to be in attendance, the Committee Meetings will be held at 4:30pm on the Monday preceding the Tuesday's Meeting. This Committee meeting will be conducted through a video link, as the Committee have been doing since March. This arrangement will most likely continue until we are able to use Argyle Street.

I have been advised by the BCC Community Facilities Operations Team that the funds for the repair of the sewage system at Argyle St were allocated in the 2020-21 Budget. The Team is waiting on timings for the work and will advise us when the work is to commence.

Jim



EDITOR'S NOTE

Again the Log is a record size thanks to the wonderful contributions from our members. We have had some great stories from past memories from Ian Kirk, Stan Wood and John Tennock to mention a few as well as helpful "how to" articles from others such as Darrell Spiers & Jon Elcock.

KEEP THEM COMING, I say as we are in this time of limited face-to-face meeting.

A special thanks to the **State Member for Redlands, Kim Richards** whose office prints our Log gratis for mail recipients and to **Phil Brown** who arranges all this and compiles and posts them out. As the Log gets bigger it becomes more work and more expensive to produce the paper version. So if you are able to get it online, please do so. It has the advantage too that it is in colour.

UNDER CONSTRUCTION

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/>

Cockpit is added to the deck ... beautiful!



You must check this out – Superb workmanship from Dave – you will be amazed! It's art!

Dave's Latest update

"Joining the two halves together nearly defeated me! had it not been for Nick Schade's words of encouragement I might have done something drastic.

Here's this morning's photo after a wash with soapy water to get the citrus cleaner/solvent that I used to get

the glue residue from the strapping tape off. I weighed it – approx 13 kg"



JOHN WALDUCK Kingaroy Member

John is building the kit Oughtred "Penny Fee". John says: "Yesterday saw the installation of the sheer plank (plank 9), so only the outer stem to add before the "hull" is completed ready for turning over. There is still a lot of cleaning off excess resin, sanding, fairing etc to do.



RICHARD JENSEN

I have been meaning to attend the meetings but life gets in the way, I hope to attend when they are restarted.

I have been given two wooden boat kits by an elderly friend who is disabled and now in residential care. 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". Fitted the 18th and final plank yesterday, just the stem to go before resin coating and painting before turnover.



LESTER SEARLE is undertaking a "Cabin Fever Amelioration Project": "I've started a Michael Storer Eureka Canoe. Photos soon".



LAUNCHINGS



BRAVO / ZULU Naval Flags meaning "Well Done"

Ian Primrose launched his isolation project – a Chesapeake 17 modified (in error) to 16ft and hybridized with a cedar & silver ash laid deck over 3mm ply. It goes well. Weight 23.6kg.



Photo Darrell Spiers



WEBWATCH

Go boating without getting wet!

It's a Plane ... a very close shave

Unbelievable! Thanks, Jim

https://s3-us-west-1.amazonaws.com/hmt-forum/hand_plane_competition2.mp4

Building a Cartop Loading system

Simple and safe way to load a dinghy onto a car. Ian Kirk says: "It can be built of stud pine, a little ply and minimal hardware at little cost. The design information and numerous photos are included on the site. The lifting concept which utilises ones legs, with our strongest muscles works perfectly".

<https://www.pbase.com/onceagain/cartopper>

On the same site is a trolley dolly that is simple to build and use. (Search under {projects})

<https://pbase.com/onceagain/dolly>

Both tried, tested and recommended by Ian Kirk

Knots for Fenders –Tips & Tricks

<https://www.youtube.com/watch?v=QeKCatk9KIg&feature=youtu.be>

Thanks, Leo

**NEW MEMBER
A HEARTY WELCOME TO:**

JOSH LAMB of Karragarra Is – In the process of restoring a 5.7M wooden boat for use as a Moreton Bay run-about/recreational vessel (as per discussions with Leo) Josh heard about us from Ian Mortleman and Leo Sines.



Josh (right) with Ian Mortleman with Josh's restoration project of a powered cruiser. The mast was gifted to WBAQ and is offered for sale – See For Sale Section
Photo by Leo

GARY CHADWICK of Torquay Qld– has a Chesapeake Light Craft Pocketship designed John C Harris. Built by Robert Fuller. Waterline 4.52m Beam1.9m Gaff Rigged Sloop. Hull 365kg launched 2012 'The Sandpiper' Gary heard about us from a friend John Walduck of Kingaroy

WARREN SMITH of Burnett Heads is restoring the Island Class naval boat described later in this Log and has built the following boats:

- 18' Sydney Harbour Snapper boat
- 25' Motor boat
- 16' Crabbing Boat
- 9' Tender as well as restoring a Norman Wright Day-sailing boat

Warren found out about us from Ian Kirk.



Vale MAC FINCH



Mac in a Hat – Flinders Day Coochiemudlo Is. 2014

Photo Ian Primrose

It is with sadness that we advise that Mac Finch passed away on 8th June 2020 after a brief illness

Mac Joined the Association in about February 1991 as one of the formation members. It is believed that he was a member of the group from which the WBAQ emerged. (Traditional and Vintage Boat Club, or a similar name).

He served as Librarian since the 90's as Ed recalls that Mac was on the Committee in 1996 when he joined.

Always willing to help, he assisted with the purchase of BBQ provisions (the important beer) right up to when his illness brought it to an end. He was awarded Life Membership of the WBAQ earlier than 2003 for his long and devoted service.

Thanks to Ed Elcock for going through the past issues of the LOG and archives.

Ed says: "Mac had a yacht, "Alice", moored in the Brisbane River opposite Roy Bliss' shed at Bulimba. It problems. The following is an extract from the minutes of the February 1996 meeting following the AGM –

"Mac Finch brought us up to date with the ongoing saga of his engine problems. It all began with a leak almost filling the boat and flooding the engine after being on the slip. Mac found that water had got into

the starter motor. He then decided to take the engine out by taking it apart but found the flywheel wouldn't budge so had to be towed up to a marine engineers where a special tool was made to remove the flywheel. After putting the engine back in it would not idle. A loose flywheel was the cause of this problem. Now Mac is having the fuel lines and injectors serviced. While the engine was out some split ribs were found and repaired so some good has come out of the exercise".

MY BOAT "ALICE" By Mac Finch 2003 From the Log October 2003



A phone call from Bill Ewing asking me what my intentions were boating-wise and on a whim I said that I wanted to buy a sailing boat. After six months of looking at a number of boats I came to a decision about the type of boat I wanted.

It had to be a traditionally planked boat with a round bilge and long keel, which would sail well.

In my teenage years I would go into the bookshops and pore over hard cover books filled with blueprints of boats designed by the American William Atkins. They were mostly cruising designs. He was my mentor.

The boat I wanted would have an inboard diesel engine. It would be too much of a hassle removing an outboard from the transom of a boat each time after it had been used. If left on the transom it might provide too much of a temptation for thieves.



With the other alternative of an inboard petrol engine there was the danger of a build-up of petrol vapour in the bilge and with the least spark could cause an explosion.

Other considerations were cabin headroom, width of side decks and cockpit room. My cousin's vessel, a thirty-seven foot six yawl had a very roomy cockpit but only sitting headroom in the cabin. One boat that I looked at had narrow side decks. To move from the cockpit to the foredeck in any sort of a swell would have been difficult and dangerous. On several boats the traveller for the mainsheet bisected the cockpit. This might have been functionally the best place for it but would not have lent to comfortable sailing.

I looked at several interesting boats. One had been a cutter on board a naval vessel. The owner, a retired Naval Officer, has purchased it from the Navy and converted it into a cursing sailing boat. He informed me that it was made of Meranti and that every time he slipped it he found borer holes. He also told me that whenever he sailed it, it leaked. On talking to a boat builder I was told that Meranti is susceptible to borers and that the reason the boat leaked when sailing was probably because it was nail sick and needed refastening.

Another boat I looked at on the owner's front lawn had been left unattended on a mooring in Tingalpa creek for a couple of years and had sunk. Needless to say the engine had seized and all over the underside of the boat there were barnacles, many as long as ten centimetres. As well, I could see several places where the timber had been attacked by worms. It seemed a pity to see a boat in such a state as it had been designed and built by Norman Wright and had the looks of a boat that would sail well.

After a lot of disappointments and being on a sharp learning curve pricewise, I found a boat that I liked. I had come to realise I would not get the sort of boat I wanted for less than fifteen thousand dollars. I finished up paying twenty thousand dollars.

As the broker and I were heading towards the boat in his dinghy, I was wondering what I would find wrong with this boat, but when I boarded the boat was pleasantly surprised. The boat seemed roomy enough and the bilge appeared dry. The broker, I realised later, would have made certain of that as the boat has a carvel planked hull with caulked seams. It is not hard for such a boat to develop a leak as I have since found

out. Having taken a liking to the boat, I decided to have it surveyed.

Fortunately the owner intended lifting the boat out of the water the following weekend to anti-foul the bottom. On the conclusion of the surveyor's inspection he took me down into the cabin and as he listed all the faults he had found my heart began to sink.

However, I soon cheered up when he concluded by saying, "You will have a lot of fun with this boat". Moreover, the owner was completely open and honest. He said that he had rescued the boat after it had been left lying on a mooring unattended for a couple of years and was almost a write off. He had a boat builder fit thirteen sister ribs. Since I have had the boat, I have put in a few more sister ribs.

The cockpit is roomy and self-bailing, the side decks are wide enough to walk around comfortably and there is ample foredeck space. By the look of the rigging it seemed that it would sail well. It has proved to be a very forgiving boat. If there is a sudden strong gust of wind making the boat heel uncomfortably, the helmsman pushes away on the tiller and the boat will quickly come to a more even keel. The boat prefers to be sailed rather than motored and like most sailing boats of its type, does not like to operate in reverse.

The dimensions of the boat suited me. It has a beam of eight foot three inches, and a draught of four foot three inches. That is not too much for Moreton Bay but it is still possible to put the boat on a mud or sandbank on a falling tide. With an overall length of twenty-four foot ten inches and a waterline length of approximately twenty-two feet, there is not too much work for one person in maintaining the boat. This despite it being a timber boat that is sixty years old. It is a case of little and often.

The boat I was told is made of Huon pine and it has a lead ballasted keel. The keel is long which makes for a boat that tracks well and is easy to keep on course, making for more relaxed sailing. Boats with fin keels change direction with the slightest movement of the tiller and thus need a lot more attention on the part of the helmsman.

Down below, auxiliary power is provided by a twenty horsepower Yanmar marine diesel which is raw water cooled. The engine can be hand cranked but it will not start this way. Hand cranking is useful, however, if for some reason part of the fuel line has been removed



for maintenance and the line has to be bled to remove any air bubbles.

Several years ago as the result of a leak that developed, water got into the gearbox and I was forced to remove it so that it could be taken apart and cleaned. When the mechanic reassembled it he sealed it so that now I have no worries about water getting into it should the boat fill with water.

Checking the boat out once or twice a week ensures that no major dramas are caused by leaks. It only takes one borer hole to allow a substantial amount of water to enter the boat. Then if the float switch or bilge pump malfunction there is a recipe for trouble. To monitor how the engine is performing I rely heavily on listening to the sound it makes and also the tachometer. A panel of dials, tachometer, oil pressure and temperature gauges, voltmeter and the starter button is set into the front of the cockpit wall. The fuel tank is located at the aft end of the boat on the port side. The fresh water tank is located under the cockpit.

For electrical power, there are two thirteen plate marine batteries that sit on a tray on the starboard side of the motor. About seven years ago I had the boat rewired. Recently I had a small solar panel fitted to the rail of the safety pulpit to keep the batteries charged. It ensures that there is always enough power to operate the starter motor and the float switch connected to the bilge pump should the boat be leaking. When the power is turned off the aft battery is being charged. With the power on, the forward battery is being charged. It is frustrating to miss out on a day's boating because of a flat battery or to open the hatch into the cabin and see water up over the cabin sole.

Forward in the cabin there is a marine toilet fitted between the sail locker, chain locker and storage shelves. Headroom at the aft end of the cabin is five-foot ten inches. Alice has two bunks and, on the port side, a quarter birth suitable for a child.

The boat has proved to have more than enough room for one person. The interior is mostly varnished silky oak and the detailed cutting out of parts of the fitted timber shows the work of a craftsman.

You cannot expect to have a sixty-year timber boat and never to have things go wrong. You soon learn to improvise and to troubleshoot around the engine, pulling parts off the engine and taking them to the

mechanic for repair and then replacing them. It makes boat ownership so much more affordable.

There are elements of boat ownership that compensate for the things that go wrong. There is nothing more enjoyable than sailing without the noise of the diesel in a ten to fifteen knot northeast or southeast breeze. It is even more satisfying to be able to sail the boat back to the mooring at Bulimba if the engine breaks down at the mouth of the river or out in the main shipping channel. In days gone by it was either sail power or oars.

There have been many times I have called Alice uncomplimentary names but since I seem to be struck with her I will have to hope for more good days sailing and fewer things going wrong. I find that after owing Alice for over ten years I am still learning about boat maintenance and boat handling, particularly sailing. At times I feel as if part of the Alice belongs to Roy Bliss. I have had the boat moored off Roy's for the last ten years. He keeps a fatherly eye on the boat and is an expert in finding and fixing leaks. A tin of talcum powder can prove invaluable when looking for the source of a leak. I have learnt a lot by letting other more experienced people take the tiller and observing how they sail Alice. When the boat is operational there is always room on board for friends.

FOOTNOTE:

What happened to Alice? Unfortunately Alice got an attack of the dreaded worm and had to be put down (humanely, of course) with a chainsaw. However, bits of her remain and are for sale – a list appearing in this Log.

REPORTS

BRISBANE RIVER CRUISE MKII 20th June

Photos & Story- Darrell Spiers

Three vessels and 5 members turned up for the second planned Messabout to inspect the New River Access Hubs on Saturday 20 June.

This event was run so members who missed the first cruise as they were working on the Wednesday in May, did not miss out on this adventure entirely.

This plan worked well as the two other boats that attended besides myself were owned by "still working members". Dennis Smith in his Scruffie sailing dinghy



with crew Alex were in one boat and Steve Ainscough and his son Ryan were in Steve's sailboat. The third boat was me in my little motor boat.



Dennis & Alex in the Scruffie

Once again the weather forecast was for rain and this apparently caused some members to change their plans. Steve and I launched from Breakfast Creek while Dennis and Alex launched from Launtin and were waiting for us just around the corner. As on our previous cruise we proceeded up stream for morning tea at the New Farm Powerhouse Hub and then on to the City Gardens Hub for lunch. After lunch we headed back to our launching spots on the outgoing tide.



Steve & his Son



Dennis & Alex at the River Hub

Dennis sailed back. Once again the rain turned out to be only light showers being only a minor inconvenience.

Keep in mind our planned cruise downstream later in the year to inspect the river hubs in the upstream reaches of the river.

**CARLO POINT MESSABOUT-
15th to 19th June 2020**

Alex Malcolm



Day One: 9.67nm (nautical miles), 3 hours 11 minutes.

The participants congregated at Carlo Point and had boats in the water and were camped up by lunchtime. The wind was blowing about 7 knots so we all took up the invitation and headed north towards Pelican Bay before the fleet turned for home. The channel into Carlo Point is narrow and winding with shallow sand and mud banks right up to the markers. The campground pontoon is certainly a blessing as the boats were secured in water, ready for the next foray. Big Rick, Little Rick, Barrie, Alex, Pete, Ken and Sue (with their wooden kayaks) caught up around the campfire that evening.



Day Two: 11.83nm, 5 hours 36 minutes.

As there was little breeze near the pontoon, boats motored or rowed out to a bar near the ramp to hoist sails. Plenty of wind was forecasted and at 0800 was already showing portent for the day, so in went the reefs. The flotilla sailed to Tin Can Bay for morning coffee beside the sailing club. After an abortive attempt to head up Snapper Creek to the fishing boat harbour, battling tide, shallow water, adverse wind



direction and revisiting a green marker several times everyone turned tail and sailed back into Tin Can Inlet and turned south towards Toolara. The wind was coming from the ESE so a series of tacks was employed to make progress.

Two hardy souls continued as far as Teewah Point and had lunch amongst the mangroves. The breeze had strengthened providing an exciting run back to Carlo Point. Boat speeds in excess of 6 knots were enjoyed.



Day Three: 11.67nm, 4hours 29 minutes.

Dicko joined in the fray with *Black Magic*. Reefs were left in as another windy day was forecasted. Again we sailed northwards, this time in search of a legendary channel which is meant to be a shortcut to Pelican Bay. Storm clouds were brewing ominously so the intrepid explorers retreated to Carlo Point.

The journey back was not without incident. A green marker miraculously moved and contacted a boat. The main sheet clip on a lugsail boat rolled out and after a struggle was resecured. Another boat's reefing line parted and finally *Mermaid's* jib boom snapped, rendering the jib unusable. Jury rig repairs were made and after many tacks the entrance to Carlo Point channel was reached. Due to the wind direction and not being able to make the marks the last boats in resorted to the barbeque burners for help.

Day four: 10.26nm, 4hours.

Once again the wind was strong. *Mermaid* tried to sail on main alone, but to no avail. To make headway an enormous amount of helm was needed and going about was nearly impossible. So back to using a traditional jib, hard work for the lazy one. Gusty and trying conditions saw the boats spread out over the course to Tin Can Bay. Sitting out on the gunwales became second nature, as did keeping watch for bullets. Barrie and Alex managed to pass the

dreaded green and made it to the fishing boat moorings before stopping for a cuppa on a small beach. The rest of the sailors including Cam headed back to camp.

Mermaid and Barrie's boat *Jus Liv'n* sailed south along the inlet. The wind strengthened to where sailing became laborious so the two brave souls turned and ran. Once again the narrow low tide Carlo Point channel proved too much for *Mermaid* and hearty Honda came to the rescue. Barrie persevered, and tacked, and tacked, and tacked and sailed in, oh great old man of the sea.

Most boats were taken out of the water ready for departure the next day.

That night it rained, but no one minded, snug in their tents and campervans.

The next day everyone packed up and headed home.

This Messabout was a resounding success, with challenging sailing, good company, tall tales and fun.

DEEPWATER BEND MESSABOUT

11th July

Story & photos: Ian Primrose

Saturday at the ramp saw a motley crew consisting of: Dennis Smith in his Scruffy "Y-knot-Wood" with crew called Graham; Alex Malcolm in "Mermaid"; Phil Brown in his Catspaw dinghy "Pussy foot" (under motor) Myself in the Chesapeake kayak, together with my grand-daughter another Alex in a Dart 14 kayak.



Dennis at the pontoon preparing to Launch



Dennis did a bit of tree-logging with his mast while putting his boat down the ramp but no damage was done and the tree now is friendlier to boaters with tall masts.



The Ramp & Pontoon, Deepwater Bend looking downstream

For those of you who don't know, Deepwater Bend is located on the South Pine River- Upstream goes under the M1 to Petrie and downstream flows out to the Bay under the Houghton Highway (Ted Smout Bridge) via Dohles Rocks. The Bridge links the Sandgate area to the Redcliffe Peninsular. The ramp is located in Tichi Tamba Wetlands area where there are numerous picnic shelters, fishing jetties, walkways and plenty of parking.

The low tide had just passed so it was going to be a trip with a contrary tide for the first part but being the first hour, there was little run.

The water was crystal clear and glassy smooth – not conditions that sailors desire but those who paddle seek. So it was oars or motors for those with the big flappy things.

We progressed to Dohles Rocks where there is a very new pontoon adjacent to the ramp and decided that as we still had plenty of steam, we would go on to the Houghton Highway.

We pulled into a picnic area on the southern (Sandgate) side of the bridge and established ourselves at a table under cover for smoko. There are wide sandflats here at low to mid tides and a good anchorage.

As we socialised and ate. a light breeze came up and when we departed, the sails were hoisted by those who had them. With wind and tide with us, it was a quick and easy trip back.

Young Alex and I pulled out at the ramp but the three boats went on upstream. Not hearing anything on the news, I assume they survived!

It was a beautiful 24 degree day with a little cloud and good breezes at the end. A very nice trip.

Distance travelled Ramp to Ramp- 10km.

PART 3 – BUILDING THE KIDS' KAYAK

DARRELL SPIERS

STEP 13 This time we seal the buoyancy tanks with two coats of varnish leftover from an earlier project and at the same time mark out the deck pieces of ply and varnish the areas that will not be glued with epoxy. At this time it is easy to access the inside of the cockpit and apply two coats of undercoat and one topcoat of enamel. The photo shows the kayaks interior painted. Time taken 3 hours



STEP 14 Now we are ready to fix the ply panels for the deck. The fore and aft deck panels are glued with epoxy and held in place with small brad nails thru squares of 4mm ply until the epoxy cures. These nails and pads are removed when the epoxy cures. The side decks around the cockpit are held in place with clamps until the adhesive has cured. See the photo for more details on this step. Time taken 2.25 hours.



STEP 15 Trim back the deck ply ready to screw a tiny cover strip approx. 15 x 6 to the edge to seal the edge



of the deck ply, yet again the photo will show how it is held in place with s/s screws every 100 length. Time taken 2.75 hours.



I hope you enjoyed the journey with me as we built this kids kayak.

Here is the final result



STEP 16 Three strips of timber approx. size 16mm square are attached to the bottom externally to brace the 3.6 mm ply and help with directional stability, these can be seen in the following photo.

Time taken 2 hours.



STEP 17 Cut and fit some timber approx. 12 mm thick to form the cockpit surrounds. Attach these with s/s screws and epoxy. See photo for details.

Time taken 3.5 hours.



STEP 18 All that is left to do now is to paint and varnish and we are done. A light sand with grade 120 to 180 sand paper two coats of undercoat sanding between coats with 240 grade sand paper a final coat of enamel on the hull and 4 coats of varnish on the deck and our craft is finished. Time taken 5 hours.

FOR RETIRED PEOPLE

**Until Further Notice
the days of the week
are now called,
thisday, thatday,
otherday, someday,
yesterday and
nextday**



**RESTORATION OF THE ISLAND
(NAVAL) CLASS DINGHY:
*Story by Ian Kirk***

**The latest on the restoration by Warren Smith of
the Island Class dinghy (Naval boat.)**

From the information supplied by Graeme Broxam of the Tasmanian Wooden Boat Guild, Warren Smith of Burnett Heads has now completed the rudder. Photos show the detail.

Warren now has the unenviable task of sanding off all that old paint and recoating.

He is confident of having her finished in time to attend the August Messabout at Caloundra.

It will be wonderful to see this ex naval boat with a certainly interesting but unknown history back to working order thanks to the interest, effort and skills of a retired shipwright.



Rudder Parts

All finished in Naval colours and a peek inside Warren's shed



The completed Rudder – Note the unusual construction with the metal blade.



**A RIDE IN A FLYING SAUCER
*Stan Wood, Caloundra***

A story for my Grandson, Henry

Now, Henry, this yarn is worth a good laugh if you can picture it happening in your mind but when it actually happened nobody was seeing the funny side at all. I was about twelve or thirteen, still at primary school and my father and I had been sailing with Alf Huybers for some seasons in the 21 foot Restricted Yacht, "Dolphin" and a sloop about 35 foot called "Argo". Alf Huybers was a well-known businessman and yachtsman who had a company called Queensland Pastoral Supplies. We sailed both boats out of Norman Wright's shipbuilding yard at Quay St., Bulimba. I was there with my father when Alf Huybers discussed with Norman Wright Jnr. what he



wanted in a new yacht to be built at the yard. It had to look like one of Norman Wright's winning 18 foot skiffs; shallow draft with steel pivoting board; gaff rigged with a long bowsprit; a heavy weather yacht. So each weekend, that season which I think was the 53/54 season when we went down to Wrights to sail "Dolphin" or "Argo" we clambered all over this new yacht to observe progress made. A huge English built Ailsa Craig diesel was installed behind the companionway steps as Alf Huybers' company was the importing agent for these diesels. Even as a boy I could see the similarity between this yacht and a yacht called "Viking". The two Wilson brothers were regular entrants in "A" Class bay races. One owned "Norsman", a medium weather yacht; the other owned "Viking", a heavy weather yacht that had been built by Watts and Wright. She would have been designed by Alec Wright and also resembled an old 18 foot skiff from the 1930 s. Both boats were about 38 feet. I reckoned this new boat was to match the "Viking".

Soon after the launching of Alf Huybers' "Flying Saucer", my father borrowed her for a bay race. From memory it was crewed by my sister, Pam, 10 years my senior, her husband John Conde, two other chaps whose names I can't recall, my father and myself. The race was to start at the river mouth, near the Coffee Pots and the first leg was to some mark over by Redcliffe. The start was a spinnaker run in a freshening S.E. wind. We were intrigued by the yacht's tiller as somebody had bolted a huge extension leg to it. The tiller was so long it almost reached the whole length of the cockpit. We barely had time to try her close hauled to realize she had woeful weather helm. (This means, Henry, the yacht wanted to round up and face the direction of the wind. All yachts should have some weather helm, however this one had far too much). The lengthened tiller was to give the helmsman more leverage to prevent the boat rounding up into the eye of the wind. This made the rudder unnecessarily act as a brake to slow the boat.

With a huge spinnaker set at the start line, "Flying Saucer" was to give us all the ride of our life. The wind continued to freshen and the run became dead proud. (Wind dead behind us, Henry) To hold her on course, Dad, my sister and I ended up straddling this elongated tiller; using our legs and hands to control her on course. I reckon we all knew what would happen if we lost control and she rounded up; a total knockdown and the possibility of losing the boat.

(Henry, A knockdown is when a boat lies on her side with the top of the mast right down to the water.

Next, the "Flying Saucer" started to roll port to starboard and back again, notwithstanding the huge steel centreboard was fully in the down position. I'd seen a yacht start "death rolling" but never experienced it. It is frightening. One second feet of the spinnaker pole were under water and seconds later the same with the mainsail boom. We shortened the mainsheet, to bring the boom further inboard and that stabilized her a little. We were flat out just keeping our balance.

I could feel myself turning green round the gills for the first and only time in my whole life. When I couldn't hack it any longer, I flew down the companionway steps to spy a large enamel basin, used for washing up I presumed. It was jammed on the coaming of the saloon table which surrounded the centerboard case. I sicked into it. Then I got pushed aside. The basin got ripped out of my hands as my sister had her turn as well. So after we'd both had a good chunda we felt heaps better and returned to our post. How my father held that boat on course in our absence I'll never know.

Somehow we managed to ease the spinnaker tack and brace off; swing the pole forward and lowered the kite in the lee of the mainsail. It took all of us to get it back onto the deck. I don't recall ever sailing on the "Flying Saucer" again and I'm not sure my father ever did.

The woeful weather helm must have been remedied, because soon after, Norman Wright Jnr. won a Gladstone Race in her. Just as a matter of interest, both "Flying Saucer" and "Viking" were converted into cruisers with the addition of raised rear cabins. "Flying Saucer" now in Sydney waters is featured in the book "Classic Moreton Bay Cruisers", written by Andrew Harper. "Viking", I recall was owned for some time by David Tripcony and lo and behold she turned up in Caloundra recently, done up to the nine pins. She could be close to eighty years old. This ended my time in the 21 foot restricted yacht and "A" class yachts as I went sailing trainees on the river; a safer experience.

Stan Wood July 2020.



The Flying Saucer. Photo courtesy of David Miller.

VISIT TO MIDDLE PERCY ISLAND 1974

IAN KIRK

A visit to Middle Percy Island and the build and restoration of The Islander.

An article in the Cruising Helmsman magazine of August, 1987 told the story of The Islander. This boat was built on Middle Percy Island by the White family in 1931.

The Whites had moved to an island without power, radio or mechanical aids in 1921. After relying on the supply boat for the nearby Pine Islet lighthouse for ten years the family decided they needed a boat and as they couldn't afford to buy one would build one. This challenge was dealt with one step at a time. With Middle Percy enjoying an excellent small boat harbour that dries at low tide, Mr. W D Bailey of Sydney was chosen to provide a design based on the Chesapeake Bay shallow draft oyster boats. She would have a length of 30', a beam of 10', the required shallow draft and carry 450 sq ft of sail on a 36' stepped mast.

The most suitable flat location to build the boat was at the homestead some 4.5 km from the lagoon and 270 m above sea level. This was important too as the Whites only available time to work on the boat was in the evenings after caring for the 2000 sheep that provided their income.

Timber for the hull was pit sawn from island sourced semi hardwood Acacia known as Red Cirrus or Mackay Cedar.

The stem and stern were of Blue Gum and the frames and knees of Ti trees using all- natural bends.

The mast was hoop pine and took a year to complete. When the build was completed the problem of transporting the Islander to the water without any motorized vehicle whatsoever had to be addressed. The only transport available was a wagon and a team of horses to pull it.



In typical White's fashion, the boat was disassembled, carried to the water on said wagon, reassembled and launched into the harbour.

Being built on an island by islanders from island sourced material the choice of name was obvious. After taking up the lease on Marble Island the Islander was to carry up to 100 sheep at one time. That pales into insignificance compared to the carrying of a small Whippet car on the foredeck from Mackay to Middle Percy Island.

Even that was surpassed when the next lessee of the island, Andrew Martin carried a tractor over the same route on deck with a mass of ballast in the cockpit and 7cm of freeboard. This tractor was to be named *Pharlap* and was operated by visiting yachties when assisting on the island.

The Islander was much used for the numerous trips to and from Mackay some 70 nm to the north-west, fishing and visits to the Cumberland Islands. She was included in the assets transferred to Andrew Martin in the exchange that included the Whites gaining ownership of Andy's yacht. I think she was called Southern Maid.

This was way before my first trip north in my ketch *Wyuna* in 1974. By this time the lease had transferred to Andy, a reputed English remittance man. He was a colourful character who unfortunately didn't possess all of the skills needed to live such an isolated lifestyle. Instead he relied on the help of many a cruising



yachtie to make necessary repairs in exchange for some vegies, mead, honey, a hot shower and possibly a dinner of curried island goat at the homestead. The shower was created using black pipe and water from the dam high up the hill, heated by the sun and run to the beach. This was located next to the shed where yachties left a sign. See the included photo from 1974. A big sign on the shed also said 'Telephone' which related to the old earth return magneto phone connecting the shed to the homestead.



The 'Telephone' shed with boat names included in 1974. This was badly damaged by a later cyclone.

Knowing the phone was out of order before leaving Brissie and being a former PMG lineman, all suitable wire, etc was taken to make the repairs.

A treasured note in Wyuna's log from Andy Martin says 'come again when next the phone is out of order please.' I might add the repair job entailed carrying a CAST Iron ladder the full 4 km shortcut through the hilly bush climbing many a tree to make the repairs. On trial Andy said 'I'm talking to you into the earpiece and listening to the mouthpiece to hear you. Are you coming back up to look at it?' 'Not today,' I said having walked 8km or so all up.

Anyway, as Ronnie Corbett would say, 'I digress!' One could continue to relate many anecdotes of Andy and Percy Island.

At the time of that visit the poor old Islander was laying neglected on the beach with gaping planks, no caulking and a rusty blob of iron for an engine. Thinking no more of her other than that she was dead we continued north to the Whitsundays telling Andy we'd see him on our way home.

When sailing south on 5th October, 1974 in what Wyuna's log reminds me was not enough breeze to get her overweight body the 60nm or so miles from Scawfell Island to Percy in daylight, we heard on the 4MK radio station that Andy had swapped the Islander

for 6 calves, a corn planter and a pair of emus. What a load of cobblers we thought!

Being so slow, it was dark with no moon as we rounded Pine Islet into West Bay and the anchorage. A boat was anchored there and we were advised that we were a little too far in for which we were grateful. Sitting in the cockpit eating a late dinner we were intrigued by the stomping sounds coming from what turned out to be the MV Ocean Spray. Finally, overcome by curiosity I rowed over to say hi and seek out the source of the noise.

Sure enough 6 poddy calves were thundering around the decks.

'Is the story of the swap true?' I asked the owners Les and Margaret Beaumont. "Yes' they said and 'he's got the corn planter too.'

'Where are the emus?' I asked. 'Having trouble catching them' was Les' reply.

'But the Islander looks stuffed' said I 'and she's way up the beach.'

'Want to give me hand tomorrow?' he asked. "it's a king tide, I've stuffed the gaps as best as I can, she's full of drums for buoyancy and we've got a big winch to drag her off the beach.'

'But won't she sink before you get her home to Rocky?' I asked.

'Nah, we're towing her into the lagoon where we'll let her sink (it dries out at low tide.) and after a week she'll tighten up for the tow home. Oh, and we have a petrol- powered stationary pump to go onboard just in case.'

And thus I became small part of the history of the Islander and this paradise that is Percy Island. All went as planned with the Islander being removed from the beach, tightening up in the lagoon, being restored by the Beaumont's and put back into commission.



'Top of the Percy's' (the homestead.) in 1995. Andy Martin chatting with Ian and Robbie. Couple in right rear is Jon and Liz Hickling of the pearl lugger Ruby Charlotte. John wrote the island history 'Living in the 'Out Front' of Australia.'



Many years later an add was noted in Trade A Boat for the Islander 'for exchange, this boat has never been sold.' I've often wondered where she is now. Incidentally, we took Wyuna into the lagoon at high tide too, tied bush timbers up the cap shrouds, ran masthead lines out to anchors both sides and set bow and stern anchors. See the photo included. That was fun for a while but turned into yet another Percy drama.



Wyuna (ketch.) propped up in the lagoon, 1974.

If you'd like to know more about this fascinating island then can I suggest you Google Middle Percy Island, The Whites, Andrew Martin and Jon Hickling who wrote a history of the island.

The emus! Well that's another story! Apparently, the pair was in fact two males that were quite 'frisky' and known to be a tad aggressive.

At a later visit in 1988 on the topsail schooner Tucker Thompson only one of the pair remained and had a somewhat checkered history for incidents of an attempted sexual nature.

This last one unfortunately was killed by a yachting under attack.

Rob and I were fortunate to visit Middle Percy Island in our Tophat 'Odette' in 1995. For many services rendered in the past we were treated to lunch by the aging Andy at the homestead known to many yachting as the 'Top of the Percy's.' Photo attached.

'I see the phone's not working Andy. Want it fixed?' I asked. 'No way,' he said. 'Too many people now and I don't want them all up here!'

Ian Kirk. 10/05/2020.

MEMORIES OF THE OXLEY SAILING CLUB *ANTHONY GOODWIN*

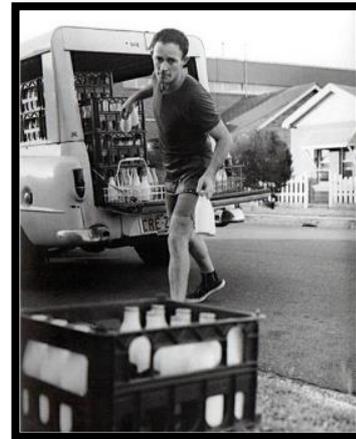
PART ONE: Early Memories

Where to begin? I haven't thought seriously about that marvellous part of my youth for more than four decades and yet the images, the smells and the feel come flooding back easily:

- memories of a way of life now largely disappeared,
- friendly people whose faces are clear but whose names are not, and
- sailing methods, technology and materials that are now only suitable for the museum.

I'll use a few headings to list out some of the recollections that I have.

Chelmer & Graceville



Milk delivered in glass 1 pint bottles with aluminium caps – in the good old days - Horse replaced with a van in this photo

In those days, we still had milk, ice and bread deliveries by horse and cart and Mum did the washing in a copper, usually on Mondays. If she needed a new clothes' prop for the washing line, an obliging vendor walked through the suburb selling his wares. You could hear him coming from a great distance: "CLAWWWWDS PRAARRRPS!! CLAWWWWDS PRAARRRPS" his raucous voice would cry. They were forked saplings that he had cut from the bush probably that morning. The Postman delivered twice a day and also on Saturday morning. He lived across the road and if there was any problem we'd walk over



and talk to him. His name was Mr Henderson and to our young minds he was very old.

The first supermarkets were just starting up and the local grocer was still a significant force in the community, as was the butcher (Mr Gersekowski) and green grocer. The local policeman (Sergeant Crompton) patrolled the area on his sidecar-mounted motor-bike and kept the local lads under control with the end of his boot.

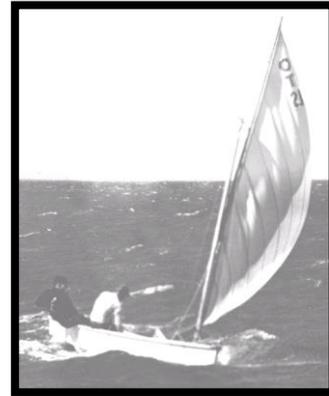
Leybourne Street, like most streets on the Eastern side of the railway line, was a dirt track with a centre strip of road base material. There were no drains or footpaths as we see today, and more than half of the allotments were vacant. However, one of the very fine homes was about half-way down: it was high-set and had a tennis court. I discovered that it belonged to Mr Lovelock, one of the stalwarts of the OSC.

The Beginning

One Saturday morning in September 1955, my sister and I had been with Dad doing the weekly shopping when on the way home he diverted mysteriously to stop at a house in Yeronga. He told us he had to meet with a young man, Peter Virtue. Peter took us underneath his house to show us a little boat, which was upside down on some rubber tyres. As their discussion developed, the penny dropped—Dad was going to buy us a boat! I will never forget the excitement I felt at that moment and have been passionate about sailing from that instant.

We turned it over and I looked at the wonderful beauty of *Kurlamo* for the first time. I can now clearly see in my mind's eye, the varnished spars and bright-work, the grain of the timber, chrome-plated fittings, hemp rope, belaying pins, lashings, pulleys and blocks, snotters, wires, bags of sails, white sides, a navy blue sheer-line and a red bottom. It even smelt wonderful.

(What is a Snotter, you say? It's a short piece of rope with an eye spliced into each end. It was passed around the mast about half-height with one eye passing through the other to hold it in place. The spare eye was then used to hold one end of the spinnaker pole. I became adept at splicing through necessity as snotters wore out regularly.)



Kurlamo was a 12 foot Trainee that had been built in 1952 by Peter and his older brother Michael. In the photo following, Michael is at the helm and Peter has the sheet. They both became air-line pilots following their father at Ansett and left the club after selling the boat. Michael told me a few years ago that he wanted a unique name and was inspired by the expressions used in the Emile Mercer cartoons of the time. Hence the name *Kurlamo*

About a week later we went over and picked up the boat. The trailer only had an eye and bolt and our car did not have a tow bar. I don't know to this day how Dad did it but we got it home. We inspected it all over and pulled out the sails. The main had an insignia that I could not decipher: OT21. I subsequently discovered that it meant the 21st boat on the register of Oxley Trainees.

Hence our associations with OSC began, but first some further words about the Trainee.

The Trainee

The Trainee was a solid pine, planked bottom, cat-rigged, open dinghy in the classic Sharpie style. It had only two sails: a main of 95 square feet and a spinnaker of 75 square feet. The main was lashed to two spars: the gaff and the boom. The sail was raised by a wire hoist bolted to the gaff and when in position the luff was lashed to the mast. The spars had jaws to fit around the mast and these were also lashed after



hoisting the sail. The rudder and centreboard were pine.

'Nip' Thorpe had designed the Trainee in about 1934 and it became very popular in Southern Queensland. There were significant fleets at Royal Queensland, South Brisbane, the Brisbane 16ft Skiff Club, Humpybong, Sandgate and Wynnum and further North at Maryborough, Bundaberg and Rockhampton.

The boat was very fine in the fore-sections and thus had limited buoyancy forward. With the mast so far forward, raising the spinnaker was always a hazardous affair. We capsized many times at the bottom mark abeam the Tennyson Powerhouse.

The Trainee was not a one-design class by any means and the flexibility within the limited rules allowed for some variations that lead to certain designers being very popular at the time.

Oxley Sailing Club

On our first day there the sign out the front stuck in my mind. It said that the club had been founded in 1902. To my 12 year-old view of the world that seemed like ancient history; but paradoxically that response also gave me great respect for the place. I felt nervous and privileged.

There was a small building at the top of the embankment and the front yard was clear for car parking and rigging up. The building had a verandah and a large room inside at which meetings and social functions were held.

In front of the building was a large open area that was not fenced on the Western side, which bounded the Gates' residence. The whole area was used liberally for lashing sails: the neighbours did not seem to mind. In front of this area was, at a lower level, the boatshed. On top of the roof was the Starter's and Judges' platform and this was connected to the upper grassed area by a wooden walkway.

The boatshed was a simple structure with dirt floors and no ceiling. It was filled with boats all sitting on tyres, timber frames fitted to the hull shape or both. The masts and spars were hanging from the rafters by steel hooks. This was a very exciting place. Some of the boats had been there for a long time and were never used. *Naiad* was one of those. She was a 14

foot skiff; one of the other two classes sailed at OSC at the time. The boatshed had a cold water shower in the North-East corner. I never saw it used.

In front of the boatshed was the wharf that was made in two sections separated in the middle by a ramp and trolley railway that went up into the shed. The winch was operated by hand. There was another winch and ramp at the Eastern end. The wharf deck was made of three by two timbers separated by about an inch to let the water through at high tide. Sudden death for dropped shackles. The big tides always left a layer of river silt on the deck timbers. This silt was almost impossible to get out of sails, ropes and clothes. I imagine that the current batch of Oxley sailors still have to contend with it.

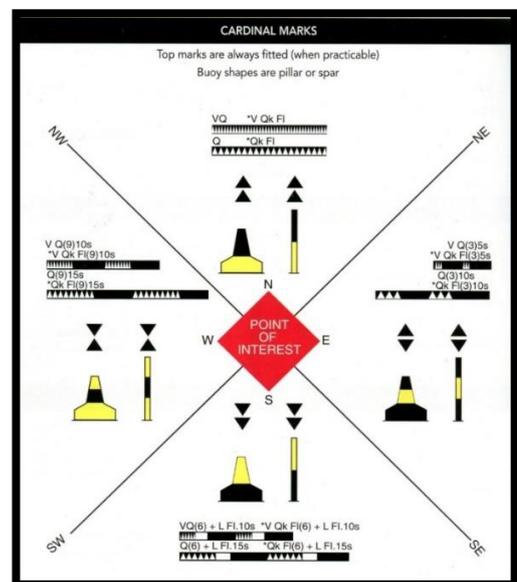
Further West from the boatshed and in the direction of the Toll Bridge, were two other jetties, one of which may have been on the Gates' property.

NEXT MONTH: The Boats



IALA (Part 2)

Moving on from our Port, Starboard and Special markers, let's look at the other six markers that make up the IALA buoyage system A. Whereas Port, Starboard and Special markers each have their own colour (RED, GREEN and YELLOW) the next six have two colours each.





CARDINAL MARKS represent the cardinal points of the compass - North, South, East, and West. The top mark is made up of two black cones. These markers are telling us in what compass direction the best water is to be found.

NORTH is always to the top of the chart so we have two black cones pointing up.

SOUTH is opposite to north so the two black cones point down.

WEST is two black cones pointing towards the middle. I don't know if it's just me, but I can see a **wine glass**, think of something starting with 'W'

EAST is opposite to west with the two black cones pointing away from each other. With a little imagination I sure you can find an egg or a stylised 'E'.

COLOURS - the poles supporting the Cardinal top marks are yellow and black with the point of the cone pointing towards the black. North, the top is black, bottom, yellow. South, bottom is black, top yellow. West the middle is black and yellow on both ends. East, black on both ends yellow in the middle.

After all of that, what are the cardinal markers telling us? They are very specific, **the best water is to the North, South, East or West** of the mark. Do not read anything else into what these markers are telling you.

ISOLATED DANGER MARK. These are marking a small **isolated danger**. **Think of it as red back spider, black** with a red stripe two black beady eyes, on top don't go near it or you get bitten. . Not many of these around, keep a good lookout and read your chart.



SAFE WATER MARK. Red and white in vertical strips. There are only three safe water marks in the Moreton Bay area. One off Caloundra is used as a 'land fall'

mark. The ships can use it to guide them to the start of the main shipping channel (safe water) to come into Moreton Bay. There are two in the middle of Moreton bay which are used as lead marks to guide the ships in and out of the Brisbane River. They are 10 and 20 meters high.



These safe water marks are there for the **BIG** ships so if you are anywhere near them, keep a good lookout for **BIG** ships and stay well out of the way of any shipping.

At night some of these marks will have lights on them. They are shown on the charts with a 'tear drop' over the top of the marker, and with a chart like Beacon to Beacon the tear drop will be in the correct colour . You only have four colours to remember. Port - red, Starboard - green, Special - yellow and the rest that all have two colours, and their light is white.

For an example of what markers are lit at night, have a look at a chart of Pumicestone Passage. Heading up from the Bribie Bridge the markers are not lit after Mission Point and don't have lights again till you reach Roys



*Dogs prepare you for babies;
Cats prepare you for teenagers.*



SHOW, TELL & ASK

SHOW: A CANOE DOLLY - Ian Primrose

Constructed from a golf buggy purchased from the Tip Shop very cheaply. A block of wood and a bit of welding brings it together. Wide wheels are good in the sand. The aluminium strip supports the stand while loading and then swings away under when in use.



The wheels can be easily removed, making it more compact to put inside or onto the canoe.



Trolley In Use

TELL: USE A PARSLEY CUTTER FOR LAYING GLASS & TAPE - Ian Primrose

If you can find an old-style Parsley Cutter (or is it a pasta cutter?) from a second-hand shop (I have not seen them in kitchen shops lately- Not that I look) they are great for rolling down glass tape or fabric into epoxy. Wash in white vinegar and coat with WD40 after use to prevent rusting.



SHOW: A VIKING CHAIR - (A.K.A Bog Chair) - Ian Primrose

If you can't keep making boats and you need another project, this is a bit of a folly but fun!. It would make a good "Moaning Chair" – when you finish your boat it just comes apart for storage. Although quite large, it is surprisingly comfortable.

Just Google "Viking Chair" – there are plenty of photos of different ones and plans for many. Happy moaning! Try this one...

<https://www.craftsmanspace.com/free-projects/bog-chair-plan.html>





Only 2 parts – Insert part A into slot of part B (no Allen key required!)



Expressions of Interest for boat Entries are now open. They are optimistically hopeful that the Festival will go ahead in 2021.

MYSTERY OBJECT WHAT WAS IT?



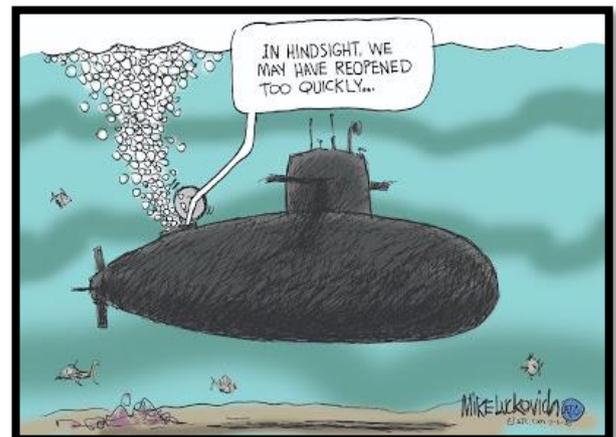
An easy one! It is a gauge for determining the centre of a circle. The circular object is placed in the “V” and the diameter marked at least 3 different places. This will give the centre of the circle. FOUR members got it right and the winner (drawn at random) of the WBAQ mug is:

THE WINNER IS [DAVE MICKLEWAITE](#)



This is a photo of a couple of gauges made by Jon Elcock

COVID19 in VICTORIA?



 **JUST FOR PUN!**

***My boss is going to fire the
employee with the worst
posture.
I have a hunch, it might be me.***

 **Understanding Engineers**

Two engineering students were biking across a university campus when one said, "Where did you get such a great bike?"

The second engineer replied, "Well, I was walking along yesterday, minding my own business, when a beautiful woman rode up on this bike, threw it to the ground, took off all her clothes and said, "Take what you want."

The first engineer nodded approvingly and said, "Good choice: The clothes probably wouldn't have fit you anyway."

Understanding Engineers #2:

To the optimist, the glass is half-full.

To the pessimist, the glass is half-empty.

To the engineer, the glass is twice as big as it needs to be.



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

IT IS STRONGLY RECOMMENDED THAT MEMBERS CARRY PUBLIC LIABILITY INSURANCE TO \$10M WHEN PARTICIPATING IN MESSABOUTS (OR AT ALL TIMES WHEN USING YOUR BOAT FOR THAT MATTER)

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
JULY	P,R,M	<ul style="list-style-type: none"> 22nd Brisbane River sail day messabout public ramp SBSC West End 20 25th North Curridgee messabout Camp See below for details <p><i>Boats wanted for display on hard-stand at Carrington Classic 25th July and QCYC in August</i></p>	<p>19th Flinders' Day Renactment Coochiemudlo Island</p> <p>25th and 26th July - Carrington Boating Club - Carrington Classic</p>
AUGUST	P S,M,R,P	<ul style="list-style-type: none"> 8th Lake Kurwongbah Paddle Messabout 21st – 22nd CALOUNDRA WEEKEND / WEEK 	14 th ,15 th and 16 th August 2020 - QCYC - 45 th Vintage Yacht Regatta
SEPTEMBER	S,M P,M,	<ul style="list-style-type: none"> 9th Southport Broadwater mid week cruise messabout 26th Brisbane River access hubs messabout cruise downstream 	
OCTOBER	M,S,BB	<ul style="list-style-type: none"> 10th Cruise messabout to Horseshoe Bay (big boat day) 17th North Pine River messabout 	Bribie Classic Regatta
NOVEMBER	M,R,S,P R,M,P	<ul style="list-style-type: none"> 2 to 6th Lake Wivenhoe camp messabout 28th Kookaburra park Bris. River paddle messabout 	
DECEMBER	BB,S,M	<ul style="list-style-type: none"> 5th Cruise messabout to Green Island (big boat day) 12th Enoggera Dam Paddle day messabout 	



COMING EVENT DETAILS

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

19th July

Flinders' Day Landing Re-enactment Norfolk Beach Coochiemudlo Is from about 11.15
The Flinders' Day landing re-enactment will go ahead on Flinders' Beach with appropriate social distancing regulations. People may wish to gather from about 11.15 am to witness a low-key re-enactment that will focus on the landing and sextant reading which will be done at 11:52 precisely when the sun is at its zenith.



WED 22nd July	Brisbane river sail day Messabout Launch at the public ramp located at the South Brisbane Sailing Club at the end of Orleigh Park West End for a sail on the St Lucia reach or the Toowong reach of the River. We will park in the clubs rigging area.
20-25th July	North Curridgee messabout Camp Leave from Jacobs Well at 9.00 on the Monday 20 July to travel to North Curridgee. Camp fees are \$26 per night for a site with 2 adults. I have booked 3 sites for now and we can pay on arrival. The sites are numbers 20, 21 and 22. They are where we normally camp near the common area shed and tables at the pontoon. The shed has now been roped off for some reason due to Covid 19, so for cooking, etc. it's advisable to take along a camp table. (I'm offering to take on board extra gear for someone with stowage problems) The 2 Ricks will be sharing site 20 so it's up to others to organise a site. Do not try to book Online as the website is having problems. Contact Curridgee Ranger. 07 55773932. HOST Rick O'Donnell. 5437 0428 0412 293 410
SAT 25-26th JULY	Carrington Boat Club on the Brisbane River at Horrie Window Reserve at the bottom of Hilda St Corinda. WBAQ Boats on display and an information stand We have been invited to participate in this event organised by the boat club. Music, food for sale, boats everywhere – From 10 am to late BOATS WANTED TO DISPLAY ON HARD STAND SATURDAY – advise Jim Jones 0408 443 291
SAT 8th Aug	Lake Kurwongbah Paddle Messabout Launch at Mick Hangford Park Petrie for a 9.00 start for a paddle on the lake. Nice place for a picnic after
14,15,16 Aug	QCYC Vintage Yacht Regatta – aka Old Gaffers Weekend, Shorncliffe We have been invited to participate in this event on Bramble Bay launching from ramps on Cabbage Tree Creek. We can have boats on display or if you have an old boat or a boat that looks old join in. See their website for details BOATS WANTED TO DISPLAY ON HARD STAND advise Jim Jones 0408 443 291
21st – 28th August	Caloundra Week – Come for the main event from Fri 21 st - Sun 23 rd or stay on for the week Many are staying at The Moorings http://mooringsbeachresort.com/ Ring Rebecca or Warren and say you are with WBAQ. 07 5492 1388

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
See Leo at the Merchandise Table at every meeting



LEO'S SHOP ROPE. Available to members at cost. 6mm - .70c; 8mm-\$1; 10mm-\$1.20 per metre. Suitable for rigging or general use. Also 3mm cord in spools – only \$3 while stocks last.

Order before the meeting by phoning Leo Sines 3843 1422 or 0418 781 756 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

Height 800mm x Length 600



NEW! FOR SALE: 11ft Pickup Pram for sale \$1100, 4years old, sister ship to the notorious “Pug”. Fully sorted with balanced lug sail, lazy jacks, lee board, outboard bracket and oars. Sits on a beach dolly with large low pressure beach wheels, no trailer. Located Macleay Island, Moreton Bay. **Ivan 0417164553** scottig3@gmail.com



WANTED – A Boat! Young Bloke needs a Boat! Please Help – you must have a few spares around that you don’t need.
Hi Everyone,
I am after a wooden boat of either clinker, carvel, ply clinker or strip plank construction. I am 16 and located on the Sunshine Coast. I have sold everything I own and have a maximum of \$8500 to spend. I don't want a restoration project or half built boat as I don't have the tools, room, experience or the help/guidance I would need to complete such a task. I am after a 15 to 20ft timber sailboat or timber Jubilee class yacht with a trailer. I will also consider a putt putt in the 17 to 20ft range. If you or anyone you know is selling a boat that would be suitable please contact me via my mobile – 0439 017 001 or my email jayceraaschou@gmail.com. Many thanks, Jayce

NEW! MAST & SPARS mast 5.5m log with grooved sail track, baseplate and rigging together with spars to suit Gaff rig. All light weight Oregon. Could be modified for other suitable rigs. All good condition. Located at Belmont
Make a reasonable offer – proceeds to WBAQ
Ian Mortleman Ph 3390 6977 mobile 0413 457 656



FREE Australian Amateur Boat Magazines - mainly older back copies. (Approx 35) Located at Caloundra
Contact Stan Wood
0400 549 322

HELP & ADVICE WANTED ON NAVIGATOR BUILD

From Paul Fitzgerald <jane.fitzgerald8@bigpond.com>
Hello. I am a member of the Bribie Island Sailing Club. A fellow member has built a Welsford Navigator which prompted my interest. I understand members of your association also have built and restored Navigators. I am going to need all the help I can get. I was hoping to make contact with your members to gain valuable advice as I am a rank amateur regarding new boat construction. I do have a set of plans but I remain very unsure.
Regards. Paul. 0499152298 / (07)34087195. Hope you can help.

**WANTED NESTING DINGHY to about 9Ft**

George is looking for a nesting dinghy to about 9 feet and his contact details are 0405382447 george.ferrell@bigpond.com. Could be an opportunity for a member or other who reads our fine publication to dispose of an unneeded(to them) craft.

WANTED 17ft BOAT

john Donoghue john.donoghue1975@gmail.com

I'm looking for a roughly 17' sailing dinghy, and was wondering if you had any members who were looking to sell one?! I had my eye on a Ross Lillistone Periwinkle, but the opportunity fell through. I really have my heart set on getting out on the water, so any help you might be able to offer would be really appreciated.

Kind regards, John Donoghue 0437544110

Green Island Skiff Hull ready to be completed.

(Trailer not included)

Phone Ian 0413 457 656

For Sale \$500 donation to WBAQ

Length 18 feet

Complete with full set of plans (4)



**BOATCRAFT PACIFIC is open & operating – Consider home delivery rather than visiting.
Don't forget to ask for your WBAQ discount – It can offset delivery charges**

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.
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- 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.
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- Davey traditional bronze ship and boat fittings. Plans. We can supply a wide range of boat plans. Come and browse our catalogues. Save money with our material packages.

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

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

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

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MAC FINCH BOAT-BITS CLEARANCE
Reasonable offers accepted- must clear
Contact: Carolyn McDougall 0407 022 515

pm530819@bigpond.net.au

All items located at Clayfield

REF	Description	Luff	Leech	Foot	Reef	Notes
1	Sail- Main	8.4	9.0	3.4	2	Alwood as new Dacron
2	Jib Heavy Duty No.1	8.7	8.7	2.8	-	Good Condition
3	Jib Genoa	7.9	8.1	4.0	-	Olympic brand Fair working condition
4	Jib Genoa	7.9	8.0	3.1	-	Off a 750- Fair working condition
5	Jib Genoa	6.6	6.3	3.8	-	Good condition
6	Jib Genoa	9.2	5.8 wired	5.1	-	Fair
7	Sail for 420					White as new
8	Small sail & Jib	1.8 2.9 wired	1.8 2.9	750mm 1450mm	0	Good condition. Suit small dinghy or canoe
9	Main Sail	8.5	9.0	3.6	?	Patched & torn – BBQ Sail cover?
10	Spinnaker				-	Large, Blue
11	Yacht cover	4 x 6m Needs some restitching. Cutouts for mast			-	Fair condition
12	Pushpit	Width 2.1m Stainless Steel with Buoy rack Good Condition				
13	Motor Diesel	W/- Gearbox Brand & condition unknown COULD BE 20HP YANMAH FROM MAC'S BOAT "ALICE"				
14	Oars & Rowlocks	6'6" Straight blade- Commercially made				
15	Bosun Chair	Plastic canvas type material – Good Condition				
16	Internal Stairs from large boat	Silky Oak – 3 steps Good condition				
17	Tiller	With heavy bronze coupling				
18	Mast Aluminium	4.6m x 50mm with sail track and fittings				
19	Winch	Heavy duty on cast alum mount No handle				