

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

# THE LOG

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AUGUST 2020

“Hungry sharks came about the vessel often...I own a satisfaction of shooting them as one would a tiger. Sharks after all are the tigers of the sea”

Joshua Slocum *“Sailing alone around the World”* 1897



**CELEBRATING THE BOATING LIFE OF BRUCE WOLLSTEIN**

*Photo Ian Kirk 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** Trevor Green 0409 696 679
- **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** Alex Malcolm 0439 064 929

## 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 WITHIN  
LIMITATIONS  
See inside for details  
Messabouts are being run**

### 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*

On Monday 3rd August it was announced that the Association was successful in our application for a **Grant from the Gambling Community Benefit Fund**. The Grant is for the purchase of a Laptop, Defibrillator and Woodworking Equipment to the total value \$20,670.00. This will enable the Association to equip our workshop in Argyle Street to a high standard with new machinery and tools for the use by Association Members.

I would like to thank Ian Trail and Ian Primrose for all the work in researching the equipment required and in preparing and submitting the Application.

Contractors have commenced work on the **repair of the sewage and stormwater drainage systems** at Argyle Street. It is expected to take two to three weeks for the work to be finished. Discussions can then resume with the Brisbane City Council the Association's use of the facility.

We have resumed the **Monthly Member's Meetings**. For the next few months, the meetings will be held as usual on the second Tuesday of the Month at our temporary meeting room at the Wynnum, Manly and District Mens Shed. The Committee will continue to have Meetings via video on the Monday afternoon preceding the Tuesday Member's Meetings. This will allow the Committee to be in attendance at the Tuesday's Meeting to ensure that the Meeting is held in accordance with the COVID19 restrictions. These arrangements will apply for the period we are at the Mens Shed and at Argyle Street until there is a change in the Health Department COVID19 Directions.

**The Queensland Cruising Yacht Club** has invited the Association to have an on ground display of Members boats and an Information Booth for the duration of the Vintage Boat Regatta to be held on Saturday 15th and Sunday 16th August. If you have a spare couple of hours on either Saturday or Sunday, please let me know and come up to Shorncliffe to help man the Booth. We intend to setup the display on Friday afternoon 14th August.

The following week starting on Friday 21st August is the **Caloundra Week Messabout**. This is great time of the year to visit Caloundra and participate in an organised Messabout on the Saturday and Sunday and then have a relaxing time during the next week. Members can join for whatever period of time they have available. Details are in the Calendar towards the end of the Log.

On a sad note, we mark the passing of a long time member **Bruce Wollstein**. Bruce was a member of the Association since July 2007. Bruce will be sadly missed. I have passed on our condolences to Bruce's sister in Capalaba.

**Jim**

## UNDER CONSTRUCTION

### LEO SINES is finishing off his Water Rat

Leo names his boats after songs that appeal to him. His Blisscraft Beachy is called "Proud Mary" in memory of his mother.

The Water Rat will be called "**Reelin' and Rockin'**" 'cause that is what it does.

**A Bit of Trivia** The song Reelin' and Rockin' was written and sung by Chuck Berry in 1958 Strangely, it start out with a bit of indecision...

*"Sometimes I will then again I think I won't  
Sometimes I will then again I think I won't  
Sometimes I do then again I think I don't"*

Then progresses through a timeline of verses to finish with:

*Well I looked at my watch, it was 10:29  
I had to hold her hand, she was still holding mine  
And we reeled, reelin' and a rockin'  
We was reelin' and a rockin'  
Rollin' till the break of dawn*

*Well I looked at my watch and to my surprise  
I was dancing with a woman that was twice my size  
I was reelin', reelin' and a rockin'  
We was reelin' and a rockin'  
Rollin' till the break of dawn*



**BARRIE BAKER**

There are Four important days in building a boat:

- The day you get the plans;
- The day you start to build;
- The day you turn it over and,
- The day you launch it.
- (Cynics would also add – “the day you sell it”!)

Barrie has reached stage 3 and has completed the rollover of his modified Jim Ingliss design, having fully finished the outside in a superb manner. Now work can start on fitting out on the way to Stage 4. Congratulations, Barrie it looks great!



**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



**JOHN WALDUCK Kingroy Member**

John is building the kit Oughtred "Penny Fee". John says: Things have been a bit slow here. Hull is complete after lots of sanding, fairing, resin coats etc. Waiting for paint (Northane 2pack polyurethane) to arrive. Plan is to paint hull, then let it cure for a couple of weeks before turning over.

*Can anyone suggest a source of good Oregon so I can start on masts, spars and oars while waiting to turn the over hull?*

**ALAN DELAC** Is building a Jim Michalak's Piccup Pram sailboat. He hopes to have it completed in the early spring. Ian Kirk is providing excellent advice whenever he needs help.



**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".

**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"

**WARREN SMITH** launched his Island Class Naval dinghy with friend, Phill Morse. We have been following the restoration of this historic vessel in the Log with the help of Ian Kirk. The rapid progress on this restoration has been amazing. Well done Warren.



**NEW MEMBER  
A HEARTY WELCOME TO:**

**Ashley Wilson of Chuwar**

He has a fine selection of boats –

- a 'Native' Heavyweight Sharpie. Built 1946 by Bryan Cronin. LOA 5.99M Design Kroger Bros (Germany). Registered with ARHV (Australian Register of Historic Vessels) Gaff Rigged and
- 'The Pamela' a Top Klasse (Netherlands) Design L Stelwagen. LOA 5.950m Gaff Rigged Built circa 1963.
- 16ft Canoe under construction
- 18ft P185 - GRP Daysailer - has Wooden Tiller!

Ashley heard about us from Website, Boatshows, Caloundra Boys.

Ashley is intending to enter the QCYC Vintage Regatta and put a boat in the WBAQ display.

**David Street** of Fig Tree Pocket – He is the proud owner 29ft Gaff Rigged Sloop built circa 1935.

**CORRECTION:**

Last month in the New Member section, there was a photo labelled as Ian Mortleman and Josh as the recipient of a donor boat. It was actually a photo of the donor.

**ISLAND CLASS DINGHY UPDATE  
Ian Kirk**





Warren Smith and friend Phill Morse setting up the rig on the Island class Naval dinghy. See this boat at the Caloundra Messabout.

## VALE – BRUCE WOLLSTEIN

*Ian Kirk*



A call from an island friend whose daughter lives on Coochiemudlo Island brought us the sad news of the passing of Bruce Wollstein, a good friend, a longtime member of the WBAQ since 2007 and a great mate to all the Wednesday sailors from the Redlands area.

Bruce was well known for being a quiet, thoughtful man who was very much in tune with nature and who walked gently on the land. He was also fiercely independent and resourceful and thought nothing of solo trips into the desert or out on the water.

He did two separate laps of Australia, each one in a different vehicle that he fitted out to his precise specifications with bed, shelving, drawers and clamps to hold the minimal equipment he needed

for extended camping and exploration. He was on the road for about three months each time.

Bruce lived simply and loved to mess around with boats having built many kayaks, canoes and sailing and motor-boats. His craft were never shiny and flashy but more simplistic and functional.

Perhaps the concept of simplicity came from the building of a tin and tar craft at the family property at Flagstone Creek. He won a bet of an ice cream from sister Desma who insisted it wouldn't float.

Many a laugh was had about what we jokingly called the 'Bunnings spectra' used on his final sailing boat, the dory 'Mystery' (See Cover photo) It worked fine until the wind kicked in and then the stretch took over leaving Bruce somewhat overpowered. The enormous sail cut by him from an old sail as was the jib, had an enormous length of foot with the boom bending and well out over the leeward gunnel when going to windward.

Of recent years due to declining health Bruce sailed often with Phil Brown on 'Playstation Two' where he was fond of claiming the tiller for the day.

Unfortunately, due to the Covid 19 virus we hadn't had the opportunity to catch up with Bruce and in the last week I felt the need to do so. Unfortunately, that didn't happen so today I went in *Pug* for a sail dedicated to Bruce or 'Wiley' as he was sometimes called by the Wednesday sailors.

That name he earned by being as wiley as an old fox on the water where he used his local knowledge to either out sail his mates or lure us aground on a shallow bank while skimming over with the board raised.

Bruce also became something of a local celebrity when in 2014 he walked from Coochie to Victoria Point on an extremely low tide towing 'the flea',



his little kayak. (Photo above). This he used for the return trip.

The photo with flowing locks was the one featured in the article in the Redlands City Bulletin.

*The dedication sail commenced in a light southerly with the tide flooding. The sky was grey and the temperature in the low teens. I was the only one to venture out, some of the boys being at Currigee while the others thinking the forecast of possible showers not to their liking stayed home. I had a vision for the sail and amazingly it all happened as I wished.*

*I beat down the channel beside Macleay Island with the birds singing and the bright, newly painted Pug contrasting beautifully with the grey skies.*

*Off Thompson's Point a pair of kites circled overhead whistling as they do.*

*Past the jetty, I headed into the cutting through Garden Island for a 'Swallows and Amazons' type of passage that Bruce was so fond of. The breeze went fickle in the lee of the mangroves and the last of the flood with the occasional zephyr assisted our passage. In the trees could be heard what sounded like a family of white bellied sea eagles honking away.*

*From among the mangroves came the sounds of happy warbling.*

*As Pug dribbled by an egret gracefully stepped through the shallows searching for food. And then when exiting the passage a pair of frightened ducks took to the sky.*

*I'd decided I was having a cuppa on the water and as I beat up wind out of the lee of the mangroves a cormorant took fright and headed skyward leaving its usual stream of recycled fish falling to the surface.*

*Pug was hove to under a sheeted in mizzen with the mainsail eased. There she sat while I reflected further on Bruce and the times we had shared. Camp cruising down to the bottom of Russell Island, being shown the spring of clear fresh water at Blaksleys, visiting Swan Bay via Duck Duck Creek and exploring potential camp spots on Stradbroke Island.*

*In our talks I had discovered that Bruce had studied theology, worked as a teacher and introduced the students to the outdoors and paddling the creeks around the bay. He had also worked as a chippie and helped created some of the environmental infrastructure at Boondal Wetlands.*

*He was heavily involved in the community on Coochiemudlo Island where he volunteered with Coastcare and personally weeded areas needing maintenance. He was also involved with the Heritage Group and was one of the rowers in the early days of the Flinders Re-enactment ceremonies.*

*All this passed through my mind as I enjoyed my cuppa. Other humorous thoughts included Bruce's views on the importance of the crutch strap on one's life jacket and how he had sewed his on using dental floss.*

*His knowledge of paddling both in regard to technique and locations was astounding and meant that he was someone to listen to.*

*Meanwhile, the sky looked to be showing signs of the forecast rain so the good ship Pug that Bruce had enjoyed sailing at times at Cootharaba was headed for home.*

*We now had a broad reach and she was soon doing hull speed in what was a delightful sail.*

*I'm more of a spiritual rather than religious person but could feel Bruce's presence and we had a little chat about how well we were going.*

*Then he got a bit more playful; the sky darkened the breeze freshened and Pug galloped along surprisingly reminding me of sailing a 16 ft skiff on a lead as a tight reach was called.*

*We were now in 12 knots or so of breeze which is borderline for Pug with the optional mizzen set. We'll be right as we're now about to come under the lee of Macleay I thought. Time for a needed drink of water.*

*Well, it was either Bruce or that darned Mr. Murphy on board for no sooner had I sheeted off the main and collected the drink bottle when we copped the gust of the day. Two sails to trim, a bottle in one hand and the tiller in the other, Pug started to round up. This of*



course startled the turtle who surfaced to leeward for a breath of air.

Having survived that and realizing that more bullets were on the way due to the variable lee being obtained, the drink was forgotten, the mizzen eased considerably and the mainsheet taken in hand.

What followed was an exhilarating close reach to the calm of Dalpura Bay where the water was clear, the sand welcoming and the birds singing.

And thus ended the dedication sail to Bruce Wollstein. Interestingly, thoughts of Mac Finch entered my mind also during the outing as did the memory of Larry Loveday and how the Mirror had been enough boat for him for many years.

I smiled as I realized that Pug had been the same for me for the ten years since her launching and would be ample for the future.

As I pushed her into the 'man cave' her cheeky happy face smiled at me as if to say. Now you know how those old guys felt!

**POSTSCRIPT** (Ian P)

Bruce had the smallest kayak ("the Flea") we have ever seen – perhaps only 8 feet long and he paddled it everywhere. He didn't sit in it- he wore it!

**In 2014 he took it to Dunethin Rock Messabout**



**Here he is doing 10 knots. How is that possible?**



**Ah, Being towed by Ed Elcock and loving it!**



Photos Ian Primrose

**REPORTS**

**NORTH CURRIGEE MESSABOUT**  
*Story & Photos—ALEX MALCOLM*

On Sunday 19<sup>th</sup> July 2020 Phil Brown in *Playstation Too* and Alex Malcolm in *Mermaid* set sail from Coochiemudlo heading south after watching the Flinders landing re-enactment. They were escorted by Dennis Smith in *Y-Knot Wood* to Orchard Beach where the one who forgot his pots and pans met his lovely wife and retrieved same as well as fruity cake. Ah, true love!



**Playstation Too**

With light winds they sailed across to the w's and down the main channel to the powerlines when it became apparent that motors would need to be used to reach the anchorage off Cabbage Tree Point before dark. Arriving in rapidly falling dusk and with the assistance of a local house boat owner they were guided to a safe spot. Phil already in his overnight mode had little to do while Alex set up the sleeping platform and boom tent in the dark. **Distance travelled 15.65nm.**



After a great night sleep (a really quiet anchorage) it was proposed to meet up with the Caloundra Rick's at Horizon Shores. After loitering suspiciously for a good while and no sighting of the missing parties Phil and Alex departed travelling down Jacobs Well's passage, winds were variable and light so the alternate propellants were used. Coffee was had at Couran Resort beach which shelves steeply but not immune to the wash from big cruisers.

Arriving at North Currigee at **Monday lunchtime** Phil anchored and Alex set up his tent. Someone mentioned the Tardis due to the amount of supplies and equipment that emanated from the *Mermaid*.



Barrie Baker in *Just Livin* launched in the Coomera River, Rick O'Donnell in *Pastime II* and Rick Sutton in his Pooduck arrived. Rick S somewhat later, did the words "Sand Bank" resonate? As twilight approached the campfire was lit. North Currigee is a great campground with really good amenities and hot showers (Covid precautions were in place so the wooden boaters used the ladies and the other camping group the men's). **Distance travelled 13.07nm.**

All reefs in on **Tuesday**, wind abounds. This day's sailing saw a tortuous route of 23 tacks to get to Recovery Beach in Runaway Bay for morning coffee. It was decided to go to Wave Break Island for lunch. Not everyone was tuned into the plan and one sailed directly out towards South Stradbroke Island whilst the others took the inside passage. All went well beating towards Wave break until white water and standing waves and a strong current threatened to take the *Mermaid* to New Zealand through the seaway on the outgoing tide. Put on a show, just for us. Fortunately there was enough forward thrust to

## FLINDERS DAY

*Story & Photo- Helen Jones*

overcome the conditions and break out to gain the sanctuary of the small anchorage with the other boats. Ah the serenity. Following lunch a brisk run back to camp was enjoyed. **Distance travelled 9.6nm**

**Wednesday morning** the fair weather sailors deserted the camp under the threat of rain. No names mentioned but Phil and Alex stayed on as the others packed up and put off.

Phil and Alex spent the day aboard *Playstation Too* motor sailing up the south arm of the Coomera River to the Gold Coast City Marina to admire the large ocean going motor yachts and wonder at their size and stylish looks. A refuel then to Santa Barbara for lunch before returning to camp via the north arm of the Coomera River. This was a delightful journey, winding through mangrove s and past bird strewn sand bars. Whistling kite, Osprey and White Bellied Sea Eagles. Where is the rain? **Distance travelled 18.76nm.**

On Water at 0800 on **Thursday**, *Playstation Too* and *Mermaid* sailed into Brown Bay for a look, it is quite a large anchorage and well sheltered. Slipping further north an inspection of Couran Resort was made before stopping at Hargreaves for a cuppa. All week we were plagued by the large cruisers with their unsettling bow waves, some especially inconsiderate coming far too close pounding the beach or flailing the boats on water. Reaching The Bedrooms we stopped for lunch but didn't stay long as with a lee wind and falling tide Currigee was beckoning. Frugal Honda helped *Mermaid* get back. **Distance 17.47nm**

After light rain overnight and drizzle in the morning the remaining crew packed up camp and departed at 0800. Good winds pushed the boats along at a steady 4 knots as far as Jacobs Well. The wind died and the rain bucketed down (imagine sailing in England) so we motored past Rocky Point and along the western shore of Russell Island until the wind picked up with an intensity to force a heave-to so reefs could be put in. The new WBAQ UHF radios were tested and found to be useful. Strong winds were experienced on the



way back to Redland Bay for Alex and onto Victoria Point for Phil, 23 knot gusts! **Distance travelled 25nm.**

Thanks to all who attended for their camaraderie and to Rick O for organizing this messabout.

across for the day. Two other members came across from Victoria Point.

We enjoyed a full day and it was dusk before we had our Mirror 16 packed up ready for the trip home



Matthew Flinders Re-enactment Day at Norfolk Beach on Coochiemudlo Island turned out to be a low key event this year because of Covid 19. The crowd was smaller but many still came to view the rowing ashore of Mathew Flinders on Norfolk Beach.

Seven boats from the Association turned up before the re-enactment and made a colourful display of wooden boats on Norfolk Beach for people to view before the event started.

Many children were pleased to get to pat "Trim" Matthew Flinders' cat perched on the front of his rowing boat, while parents took photos. The naval outfit worn by Mathew Flinders was very regal and he was being photographed with his sextant by many of the onlookers.

There was a small market for visitors set up near Curlew Café.

We enjoyed a pleasant sail across from Redland Bay and back. Two Association members came across from Macleay Island after overnighing Saturday while another two who are residents of Macleay came

**CARRINGTON BOAT CLUB  
BIG DAY OUT  
25<sup>th</sup> July  
Ian Primrose**

It was a Victorian sort of day – It seems that Victoria could be exporting its weather as well as the virus from Plague Central. It was not the usual Queensland winter weather with 25mm forecast it was shaping up to be a miserable day weather-wise. As a result several boats destined for the display on the hard were pulled out. We had three boats heralding the entrance - Jim had his Mirror 16 and I had the Melonseed, "Aurora Australis" on display. The beautiful "Lola" a Tomcat built by Tony Harland and owned by the Robinson family was also on display.



Whilst short on boats, we were not short on members. The Tingira Boat Club from Macleay Island lead by Peter Fox arrived in their bus. From 10 am our members trickled in but without an accurate count, the number must have exceeded 20.



*Photo by Leo*



The Club put on a varied Menu that included pumpkin soup, hamburgers, sausages, and even crumbed prawns all at reasonable prices. There was a fully stocked bar as well.

The rain eased and a watery sun appeared- not for long, but welcome. It was a time for sitting around socialising in these pleasant surroundings. It was good to see member, Chris Treloar from Clontarf who has had a few health issues lately as well as other friends from whom we have been distanced since March.

It was a nice social event... pity about the weather, as they say.



Ian Mortleman came up River in the mighty "Tradewinds" with Eric & Keith as crew arriving at the same time as boats from the Breakfast Creek Boat Club and the Little Ships Club all providing a grand parade of boats.



*Crew from Tradewinds docking(R to L) Eric, Ian M and Keith Turner of Karragara yacht club – Photo by Leo*

The Club is situated on the Southern Bank of the Brisbane River, in one of those great river loops. They have a ramp, a slip, a clubhouse with kitchen, an outdoor workshop all close to the River – Too close it could be said as it all went under in the 2011 floods. None-the-less it is a beautiful spot with good amenity.

**LAKE KUWONGBAH**  
**8Aug2020**  
*Ian Primrose*

We tend to start these reports with a discussion about the weather.

Well it looked like it was going to be "Boss's Weather" again (Boss's weather is where it is fantastic weather during the week and awful weather at the weekend) but it came good after a bit of rain with Saturday heralding in a beautiful sunny morning.

Five boats arrived at the Lakeside – Darrell in his Mikalec, Phil Brown in a new acquisition that he has restored; Kim with his surf ski; Don Hughes in plastic kayak and Ian P in the Chesapeake kayak. We don't discriminate with those in plastic as it's always good to see the people regardless of the material of their craft.

We set off across the Lake in glassy conditions to the other side where the serenity was broken by the running of motor races at Lakeside Raceway. Ah... I love the smell of high-octane motor fuel in the morning! (NOT!)

A quick retreat for smoko at a more civilised place was in order. After a break, we were back on the water now with a moderate tail-wind. We were all off the water by noon when it became quite gusty.



For those unaware, Lake Kuwongbah is just north of Petrie and was once the water supply for the Pine Shire until the North Pine Dam was constructed circa 1974. It is only used for emergency water supply now. Rural properties surround the lake and it is used for paddling, water skiing (there was one boat operating when we were there) and rowing. Kuwongbah is the catchment for all the area south of Burpengary that drains into Sideling Creek, thereby feeding Kuwongbah. There are BBQ and shelter shed facilities in the Reserve off Dorville Rd. A lovely leisurely paddle of 9km.

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

Screw Locating Gauge for Plywood Boats 9 min.

[https://www.youtube.com/watch?v=V\\_4kkqQqyao](https://www.youtube.com/watch?v=V_4kkqQqyao)

List of 500 Rowing Boat Plans. Click on the "Link" on the LHS for more details.

<http://www.tackingoutrigger.com/rowboat3.html>

**WHO YOU GUNNA CALL?**  
**Jon Elcock**

When undertaking a trip on water there are a number of items that need to be ticked off on the trip planning list.

Let's deal with the 'letting someone know' one. If traveling with a group then of course someone in that group will have to responsible to ensure that every one is home safe (back on dry land).

Lone adventure is great, and should be no problem, so we let someone know where we are going; who we are going with assuming there is more than one on the vessel; what time you are due back; and contact phone numbers.

Depending on the area you are traveling in the local volunteer marine rescue service would be a good choice.

Currently we have two such services in Queensland.

Volunteer Marine Rescue (VMR) with white boats and Coast Guard with yellow boats.

Both are very similar. Both are run by volunteers operating mainly at weekends and public holidays. The list below will give you an idea of their times and contact phone numbers. Some operate seven days a week and most will have an after-hours emergency number to call.

Both offer a yearly membership (a bit like RACQ on the water).

VMR is standard \$77.00 a year and cover up to three hours free towing, currently valued at \$160.00 per hour.

Coast Guard varies from \$65 PA to \$80pa, and most offer unlimited towing or up to \$500 a year.

All VMR and Coast Guards offer a 'log on log off' service whether you are a member or not. You should give them, your name, name and registration number of your boat and your car, mobile phone number and number of people on board (POB) and when you are due back. The way it works is if you are not back on time or close to it, they will try to contact you. If they can't satisfy themselves that you are safe then they ring the water police. The water police try and if they can't contact you the water police can task the VMR to go and look for you.

Should you have not told someone where you are going, then no one cares, and you could spend a very uncomfortable, long time out there.

Depending on the situation, if it is a full on emergency and your vessel or someone on board your vessel is in grave (for example one foot in the grave) and imminent danger and you as master of the vessel



have to make that decision, then triple zero, 000, or 112 on the mobile should get you help. Always be very clear where you are.

Be aware you may not get an operator in the state you are in. There was once an ambulance sent to a Maryborough in Victoria instead of Maryborough in Queensland and it didn't end well. There is an app for your phone "Emergency+" which is not perfect but may well help with a location.

The water police at Whites Island have said it is probably quicker to phone them direct if you are out on the water, as it can take up to half an hour for the message to get from 000 to them.

Water police at Whites Island is 3895 0333. Gold Coast water police 13 14 44.

### PRINT THIS AND KEEP IN YOUR BOAT

#### Contact details for VMR and Coast Guard from North to South

**Caloundra**, Coast Guard 5491 3533 or 0439 913 533 seven days a week 0600 – 1700

**Bribie Is**, VMR 3408 7596 24/7, station is manned seven days a week 0700 – 1700 possibility of secure car trailer parking if a member

**Scarborough**, Coast Guard 3203 5522 all hours, w/days 0600 – 1800, W/ends 0400 – 2000

**Shorncliffe**, VMR 3269 8888 all hrs, or 0428 022 881 w/ends and Public holidays 0600 – 1700

**Manly**, Coast Guard 3396 5911 or 0404 466 000 seven days a week, 0600 – 1800

**Raby Bay**, VMR 3821 2244 a/h 0427 372 830 w/e & public holidays 0600 – 1800

**Stradbroke**, VMR 3409 9338 a/h 0427 694 989

**Victory Point**, VMR 3207 8717 a/h 0407 029 704 w/e 0800 – 1600

**Redland Bay** Coast Guard 3206 7777 w/e 0800 - 1800

**Jacobs well**, VMR 5546 1100 radio room 24/7

**Southport** Coast Guard 5531 1421 or 0448 098 823 week days 0800 – 1800 w/e 1800 Friday to 1800

Sunday, VMR 5591 1300 (Seaway Tower) 7 days a week 0500 - 1800

**RADIO CHANNELS** - They all monitor VHF 16, and 67 which are your two emergency and call channels and 72 and 73 which are often used as your log on, log off channels.

27 MHz 88 and 91 if you are unsure what channel the local VMR or coast guard are using then you can call on VHF channel 16 or 27 MHz channel 88. The radio operator will then tell you what channel to turn to.

**DON'T chat** on the emergency/call channels, VHF 16 and 27 MHz 88 as you may be stopping someone with a real emergency being heard.

All this is well and good, but if you are boating on the upper reaches of the Brisbane River, on Lake Cootharaba or one of the dams, the VMR at Raby Bay isn't going to be much help.

Now is the time when your own trip plan comes in to its own. You start the trip at 'A' and you are going to 'B'. You know what's at 'A' and hopefully you know what to expect at 'B'. Do you know what is between A and B?

Where, at any point along this trip, is your nearest point of help that can cover any emergency or if you just need more fuel. If you are in the middle of Lake Cootharaba and 50/50 between Elanda Point and Boreen Point, which would the ambulance get to first? This is all part of your trip plan.

#### Safe Boating, Jon

### MEMORIES OF THE OXLEY SAILING CLUB – Part 2 THE BOATS

Anthony Goodwin

1955- 1960

## The boats

There were three classes at Oxley: the Trainees (OT), the 14's (O14) and the Sprogs (OS).



## 14 foot skiffs

The 14's were definitely the senior class at the club and were the forerunner of the current highly developed class. Different to the 16's they were the smaller cousins of the unlimited 18 foot skiffs. That is, they could carry whatever canvas the skipper was game to put up. In 1955, they were very much in the classic heavy planked and ply form, with long bowsprits (the "bumpkin") but even then development in veneer moulding was under-way. Notable performers at the club at that time were:

- *Patricia* owned by Frank Spry, one of nature's gentlemen and a resident of Graceville
- *Pinocchio* a most unusual boat for the time in that it was painted white, whereas all of the other classic designs were varnished hulls
- *Valencia* owned by Frank Moorhead, a much older member of the club and sponsor of the "Rae Moorhead Trophy", named I think after his daughter.
- *Crest* owned by Don Craig, who lived in Graceville Avenue, I think.

By 1956, the new lighter-weight moulded boats were coming in to the club and these included:

- *Crest*- a new boat that continued the name. Don Craig came third in one heat of the national titles on Port Philip Bay in this boat.
- *Joy*- a flyer built by Bernie Wallis, who had won the South Queensland titles for Trainees in 1950 in a boat called *Tip Top*. *Joy* had an exaggerated sheer line, a light varnish finish, a fully moulded mast, and perfectly clean white sails made of some new exotic material. I think it may have been Dacron. She went like a rocket and won everything, although *Patricia* was never far behind.
- *Sapphire* - a very pretty boat moulded in two halves and joined in the middle. She had been made for Fred Hoe in Sydney. To my recollection, her best feature was her appearance and she was not around for long.
- *Age II* – Bill Lovelock bought this boat from WA after the 1956 titles but I am not sure that she was ever raced at the club. Her main sail was distinctive for its two parallel red stripes as an insignia.
- *Donella* – owned by the Mathie family

In 1957, Bernie Wallis unveiled his new boat, *Anne*, and she was a show-stopper. A big round-hulled boat with quite high sides (*Joy* had had difficulty in the seas in Port Phillip for the national titles), exceptional buoyancy (she looked like she was sailing **on** the water), a highly polished and sharpened Duralumin centre-board and outstanding speed. She continued the Wallis tradition of winning everything and when she was around life was exciting. Bernie was a gregarious, boisterous man, but very soft and generous at heart. I sailed with him in 16's for many years and remember him with the greatest affection. (More of him later.) *Anne* had a monstrous peak head spinnaker of 400 square feet that was like a turbocharger. I sailed with her only once (as bailer boy) when the big green kite was cracked and I will never forget the mixed feelings of fear and euphoria that I felt on that wonderful ride. The boat was alive as she bounced and sheered her way up river at Hamilton with water flying from the bow, two men on the wire and more than one on board shouting expletive-laden expressions of rapture. *Anne* was without doubt one of the greatest dinghies of any class built in Australia in the 1950's. She came second in the national title held in Sydney Harbour, won by Sid Corser from Perth sailing "Darkie". This result was pretty good in the circumstances since she missed one race completely whilst Bernie rebuilt it after smashing it in the previous (unfinished) race. She had hit the beach at Balmoral under full sail at about 40 knots whilst leading. They missed the buoy because the kite sheet was jammed in the block and were desperately trying to avoid the moored dinghies when the bottom came up.

## Sprogs

The Sprog was a one-design class from South Africa with a high degree of buoyancy built in. It only had a very small cockpit. With three standard but quite small sails, this little boat (about 13feet six inches long) was suited to lake and river sailing. The only name that I can remember was *Sapphire*, owned by Fred Hoe, although his brother-in-law, Jim Bickley, had one as well.



## Trainees

The other trainees at the club at the time included:

- *Seal* – owned by a Mr Taylor and sheeted by Bruce Vidgen. (OT 19 I think.)
- Name forgotten – owned and sailed by Mr Speare and his daughter, whose name I think was Judy. They lived in Goldieslie Road, Indooroopilly, to my recollection.
- *Duce* - a revolutionary design that was the centre of great controversy amongst the opposing crews, because of her dropped bow. Graham McDonald designed and built her in 1956 and put in the dropped bow to specifically counter the buoyancy problem forward. One of the benefits that he had not expected was that the dropped bow was like another keel. As a consequence, *Duce* went to windward better than *Australia II*. She was rarely beaten to the top mark in any company, and Graham won the 1957-58 Queensland titles by half a spinnaker pole from Murray Norris in *Latona* in the deciding third heat on the Hamilton Reach. Ron MacLachlan, who lived in Leybourne Street near the Oxley Road corner, was his sheet hand that day. Graham was a skipper with high expectations and two other sheet hands had been in the boat that season: John Diery and this author.

## Rigging up and launching

Rigging up was labour-intensive. It took about 30-45 minutes for a Trainee and longer for a 14 foot skiff.

First the sails. The main would be laid out on the grass and the spars attached by a bolt through an eye at the mast end. Then the outer end of the sail would be lashed through a hole in the spar and an eye in the sail. The lashings were permanently fixed to the sail. The lashings were permanently fixed to the sail. The correct tension was everything and we soon learnt that one had to take account of the wind pressure on the day. At the age of twelve and thirteen, one felt very important making this decision.

Next the mast. First, the boat had to be taken out of the shed and put onto tyres on the wharf. Several hands were needed for this and the willingness of other people to help when needed is one of my enduring memories of the culture of OSC. The mast was positively located with a notched block of timber

on the keel and a slotted opening in the forward thwart. The tricky bit was getting it upright and then down through the thwart. The rigging was clothes' line wire finished at the lower end with a stainless steel eye. There were three fixed stays, and two running side stays. The fixed stays were lashed via eye-bolts fixed to the hull. Tension was not as important this time, but the correct angle of the mast was critical: both fore-and-aft and sideways. To get the latter right, the jockey pole was lined up beside the gudgeon pins for the rudder and the mast eyed off. More feelings of expertise with this exercise as well.

The main was put aboard, the hoist attached to the luff and the spars lashed around the mast. Spinnaker poles went on the floor to one side of the case with the jockey pole and the spinnaker, which had been woolled like a string of sausages. The board and rudder were put in and ropes passed through the running side stays. The bailer was checked. With a quick drink of water, we were then in the queue for launching either via the trolley and winch or straight over the side of the wharf if the tide was up. Another group effort needed.

Depending on the breeze, which was usually fluky, the main was hoisted before pushing out into the river. If the tide was right down, the last person aboard had to get the mud off the feet. We wore old footy gear usually, occasionally a hat but never sun-screen, sun glasses or life-jackets.

## Oxley Creek

Not all boats rigged up at the club on race days. Several used the landing at Oxley Creek off the end of Graceville Avenue and then sailed up for the start. Amongst those I can remember that did this regularly were *Crest* and *Duce*.

## The courses

There are three that I can remember. The Start was always between the flags on the starter's platform and a post on Indooroopilly Island.

The usual North-East Course went via a buoy at Oxley Creek to a rounding mark at Tennyson Powerhouse.



Then a kite run back to Oxley Creek, back to Tennyson and then home again rounding the Oxley Creek mark.

A longer version of this course had the rounding mark for the kite mark at The Cove only a few hundred yards from the clubhouse.

The South Easter course ran from the first mark at Oxley Creek back up the Reach to the Toll Bridge and then back to the Creek and home.

## The capsizes

The breeze was invariably light and fluky, and with an ebb tide, it was difficult to hold the start line until the flag was dropped. We'd then tack down river to the Power-House and round for the kite run. With a tide running and a wobbly kite raising, a capsize was a statistical probability.

When that happened, there was no quick recovery as the Trainee and the 14 were both open boats without any buoyancy (before the new 14's came on the scene. We had no rescue boats in those days but usually there was an enthusiastic supporter around to get you to shore. Without such support the boat had to be 'swum' to shore and we'd find a temporary place among the mangroves and the mud.

After getting the gear down we'd bail it dry and set off again, half an hour after those more fortunate. If the breeze died, we paddled home. Arriving back in the half dark, we'd be helped out of the water by the others already home.

Capsizing seemed to be a big part of the experience of the Oxley sailor at that time, particularly if you were a novice.

## The gear

The change in materials for sailing has been remarkable over this period.

Boats were made of timber and nailed together with copper nails and glue. The timber was mostly prime sections, but a lot of marine ply was also used. One of the popular glues was EV9; it required heating before application. As an example, the rules for the Trainee required the sides to be made from two lengths of 16

by half inch pine thirteen feet long. Try getting that from your timber merchant nowadays!

The ropes and lashings were made from hemp rope; that's Indian Hemp or marijuana. Of course, it is now unavailable. It was the most luxurious looking and wonderful to the feel. Woven in three strands, it was available in sizes up to about 5 inches in circumference, and when done well, the splicing looked wonderful. The passing into history of hemp rope is one of the great losses I feel from those days.

The sails on *Kurlamo* were japara silk, that was a standard woven cloth with very little diagonal strength. It tore easily and got dirty quickly. A lot of development in sails was going on at the time and Dacron became the norm for those who could afford it.

Fittings such as eye bolts and the like were usually chrome plated brass castings, but the blocks all used stainless cheeks and bakelite wheels. Can you believe that ratchet blocks for the sheet had not introduced at that time. Life for the sheet hand in a blow was hard work.

## The social life

The social life at the Club was modest by today's standards. After racing, people just went home. I do not, for example, remember seeing any of the senior crews having a beer after the race. There were the usual parties after the annual trophy night and the club was used by members for private functions.

However, a social activity of sorts, was associated with a major fund-raising effort in 1956, when the club decided to build and raffle a 14 foot skiff. This was built in the boatshed, using veneer moulding on a wooden plug. I watched with fascination, this labour-intensive process undertaken by volunteers from the club membership. There were a lot of sad people when the winner took his prize away from the club.



## THINK ABOUT THIS..

When you ask me what I am doing today, and I say “nothing,” it does not mean I am free. It means I am doing nothing

## SHOW, TELL &amp; ASK

Tell: *Ian Primrose*

## CLAY

**Got dust on your varnish or new paintwork?**

This is a trick and an accepted process from the automotive industry and yes, it is called “Clay”. Available from Super Cheap Auto and probably Repco it comes in two forms ;

As a “kit” from Meguairs consisting of a small block of white clay (100gms) and a spray bottle of “lubricant” or you can just buy a larger block of clay. The cost is about the same (\$20) but in hindsight, I would go for the latter and use a bit of detergent/ water in a spray bottle.

To use, spray the area and rub the clay over the surface. It is so fine that it will not scratch and those offending dust particles are retained in the

clay. Knead the clay from time-to-time to get a new surface. After use, moisten and store clay in a plastic bag. (Don’t go digging the clay from your garden!)

## JUST FOR PUN!

**Police have arrested the World tongue-twister Champion.**

**I imagine he'll be given a tough sentence.**

## WHAT HAPPENED AT THE LAST MEETING

This was our first meeting since the Covid outbreak in February and it was certainly great to get together albeit at a 1.5m distance. 27 Members attended

There was a change of menu and serving arrangements due to the health restrictions but it still turned out to be a good feed of gourmet hamburgers.

The meeting was broadcast over Youtube for those unable to attend. Thanks to Jim for arranging all the necessary technology to enable this trial. This is somewhat of an experiment and the results are not yet to hand. We would appreciate your feedback to Jim at [aeroservice@bigpond.com](mailto:aeroservice@bigpond.com)

Our speaker was Ian Primrose who took us through basic lofting – turning a Table of Offsets into plans. A precis of the talk is given at the end of this Log. He apologises for the length of the article but there seems that there is no simpler way. It takes longer to describe it than it takes to do it. He encourages all to just have a go!

**A Final Word:** In the unlikely event of any of the attendees at the meeting getting crook over the next couple of weeks, get tested and let Jim know urgently.



**ART OF ED ELCOCK**

Ed goes to an Art Group each Friday where he has produced some drawings with a maritime theme. He did not want to be named as the artist but these fine works are worthy of attribution. Another one – next month.



**KNOT WORKS**

In a knot of eight crossings, which is about the average-size knot, there are 256 different 'under –and-over' arrangements possible... Make only one change and either an entirely different knot is made or no knot at all may result

*The Ashley Book of Knots*

**GPS NOT WORKING?  
There is an alternative**

From Wikipedia

“Until the mid-19th century, vessel speed at sea was measured using a [chip log](#). This consisted of a wooden panel, attached by line to a reel, and weighted on one edge to float perpendicularly to the water surface and thus present substantial resistance to the water moving around it. The chip log was cast over the stern of the moving vessel and the line allowed to pay out.<sup>[6]</sup>[Knots](#) tied at a distance of 47 [feet](#) 3 [inches](#) (14.4018 m) from each other, passed through a sailor's fingers, while another sailor used a 30-second [sand-glass](#) (28-second sand-glass is the currently accepted timing) to time the operation.”

*Contributed by Jon Elcock*

**WHY DO THEY HAVE BLONDE JOKES?**





## 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) YOU ARE THE SKIPPER – YOU ARE RESPONSIBLE!**

*If you are intending to go to a Messabout, Please advise the Host in case there are any last-minute changes (due to weather or other unavoidable changes).*

Type of Event: P= Paddle, R= Row, S= Sail, M= Motor BB Big Boats Brackets ( ) indicate possible but not reco'md

MONTH	TYPE	MESSABOUT	EVENTS
AUGUST	S,M,R,P	<ul style="list-style-type: none"> <li>21<sup>st</sup> – 22<sup>nd</sup> CALOUNDRA WEEKEND / WEEK</li> </ul>	14th,15th and 16th August 2020 - QCYC - 45th Vintage Yacht Regatta
SEPTEMBER	S,M P,M,	<ul style="list-style-type: none"> <li>9<sup>th</sup> Southport Broadwater mid week cruise messabout</li> <li>26<sup>th</sup> Brisbane River access hubs messabout cruise downstream</li> </ul>	
OCTOBER	M,S,BB	<ul style="list-style-type: none"> <li>10<sup>th</sup> Cruise messabout to Horseshoe Bay ( big boat day )</li> <li>17<sup>th</sup> North Pine River messabout</li> </ul>	16th, 17th, 18th Bribie Classic Regatta
NOVEMBER	M,R,S,P R,M,P	<ul style="list-style-type: none"> <li>2 to 6<sup>th</sup> Lake Wivenhoe camp messabout</li> <li>28<sup>th</sup> Kookaburra park Bris. River paddle messabout</li> </ul>	
DECEMBER	BB,S,M	<ul style="list-style-type: none"> <li>5<sup>th</sup> Cruise messabout to Green Island ( big boat day )</li> <li>12<sup>th</sup> Enoggera Dam Paddle day messabout</li> </ul>	



## COMING EVENT DETAILS

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

14,15,16 Aug	<p>QCYC Vintage Yacht Regatta – aka Old Gaffers Weekend, Shorncliffe</p> <p>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</p> <p><b>BOATS WANTED TO DISPLAY ON HARD STAND</b> advise Jim Jones 0408 443 291</p>
21 <sup>st</sup> – 28 <sup>th</sup> August	<p><b>Caloundra Week</b> – Come for the main event from Fri 21<sup>st</sup>- Sun 23<sup>rd</sup> or stay on for the week Many are staying at The Moorings <a href="http://mooringsbeachresort.com/">http://mooringsbeachresort.com/</a> Ring Rebecca or Warren and say you are with WBAQ. 07 5492 1388</p> <p><b>Caloundra Week is scheduled from Friday 21st August thru Friday 28th August.</b></p> <p>I have contacted the Power Boat Club to check that the venue is available for a "Meet and Greet" with dinner afterwards on Friday night 21st and the Pelican Waters Tavern for Dinner on Saturday 22nd August.</p>



	<p>There are a few restrictions in each venue due to the COVID19 requirements that they have to meet.</p> <p><b>The Power Boat Club - Friday night 21st August</b> At present restrictions are 1 person per 4 sqmt, No standing allowed with a drink, patrons are to be seated were possible ( hard for a meet &amp; greet ). Depending on numbers, we could be downstairs. Members to purchase their own meals.</p> <p><b>Pelican Waters Tavern - Saturday night 22nd August</b> Numbers are fairly restricted at the moment, with group size set to maximum of 30 people. With the Association being a group, all parties in the group would have to consent and be aware that they'll be sitting within close proximity of each other.</p> <p>Current COVID19 restrictions means it would have to be a sit down style meal. Movement around to the room is restricted with everyone required to be seated at all times.</p> <p>All people entering the venues will be required to sign in at the front desk, with information of name, phone number and full residential address or email address.</p> <p>Jim, President</p>
<p><b>9<sup>th</sup> September</b></p>	<p><b>BROADWATER MIDWEEK CRUISE</b> <i>NOTE:- START TIME 10AM not 9AM</i></p> <p>Launch from Labrador Boat Ramp on Marine Parade opposite the Grand Hotel.</p> <p>We will proceed south following the Weston bank of the Nerang River to the beach adjacent to the Jubilee Bridge for Morning Tea. After a break we will continue along the Western bank until we reach Budds Beach at the rear of Surfers Paradise for another break.</p> <p>Depending on time we may have lunch here, or return to Wavebreak Island for lunch following the Eastern bank of the river. Then return to the launching point.</p>
<p><b>28<sup>th</sup> September</b></p>	<p><b>BRISBANE RIVER ACCESS HUBS MESSABOUT (DOWN STREAM)</b> START TIME 9AM</p> <p>Launch from Long Pocket Boat Ramp Meirs Rd Long Pocket.</p> <p>We will head downstream to the River Hub alongside the Bridge at the Qld Uni known as Dutton Park Recreational Hub for morning Tea and a break. After this we continue downstream to The West End Recreational Hub for Lunch or depending on time, continue to South Bank. Then return to our Launching Ramp.</p>

**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. BURGEEES \$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 [ejines@bigpond.com](mailto:ejines@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



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

**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)



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**MAC FINCH BOAT-BITS CLEARANCE**

**Reasonable offers accepted- must clear  
Contact: Carolyn McDougall 0407 022 515**

[pm530819@bigpond.net.au](mailto: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				



## LOFTING BASICS – How to turn a Table of Offsets into a boat frame. (Notes from the talk)

Ian Primrose

Lofting is considered a “black art” – so why would you bother?

The simple answer to that question is that it opens up a plethora of potential of new boats that you could build and the boat will be unique (as not many will have been built) and the plans are FREE!

Secondly, it’s a challenge and the gaining of personal gratification if/when you succeed.

There are many books that contain Tables of Offsets that you could use the main one is John Gardner’s “Building Classic Small Craft – Complete plans and instructions for 47 boats” that has enough information to build any one of 47 Boats as the title implies.

There are others just to mention a few:

- Small Boats by Philip C. Bolger- 33 boats (you need good eyes to read the offsets in this one)
- Canoeecraft (an illustrated Guide to Fine Woodstrip Construction) by Ted Moores – containing 8 Canadian-type canoes ....and many more

Yes, it can be daunting to read about lofting. I have read several books on the subject and I will gladly admit that I do not understand much at all. However, by doing part it is possible to draw a set of plans sufficiently adequate to make a set of moulds for frames and stem. If you can do this with some accuracy the fine adjustments can be made when setting up the frames on the building frame by use of a batten.

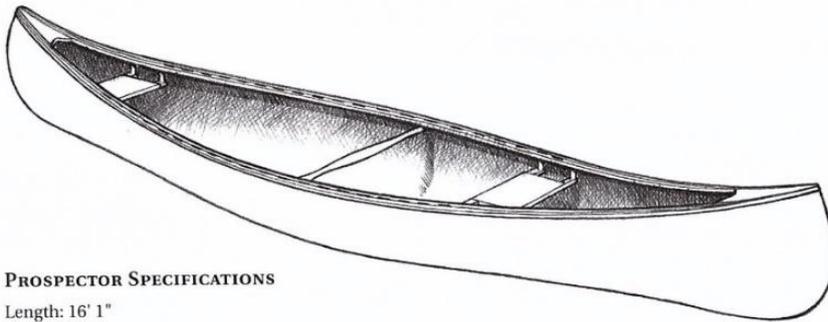
Basically, the process involves plotting points distances on a grid just like drawing a graph as you did in school except that the “graph” lines will be curved and quite a bit bigger.

Using this simple approach I have built a Whitehall Pulling Boat and have drawn the plans for the 17ft Arkansaw Traveller canoe- as yet unbuilt – both from Gardner’s book.

### Some things that you will need:

- A very large sheet of paper or a sheet of 3mm MDF
- A large square
- A rule in inches and eighths
- A flexible batten - timber 3mm x about 900. Or you could use “Yellow strip” that is actually used for the tongue in flooring sheets. Electrician use it for poking wires through cavities and therefore Bunnings sell it minus the flooring sheets, in the Electrical Dept.
- Pencils, tacks, weights or tape to hold the batten while you mark it out – or a spare pair of hands.

Let’s have a look at a typical Table of Offsets “The Prospector” canoe from the book Canoeecraft as an **EXAMPLE**:

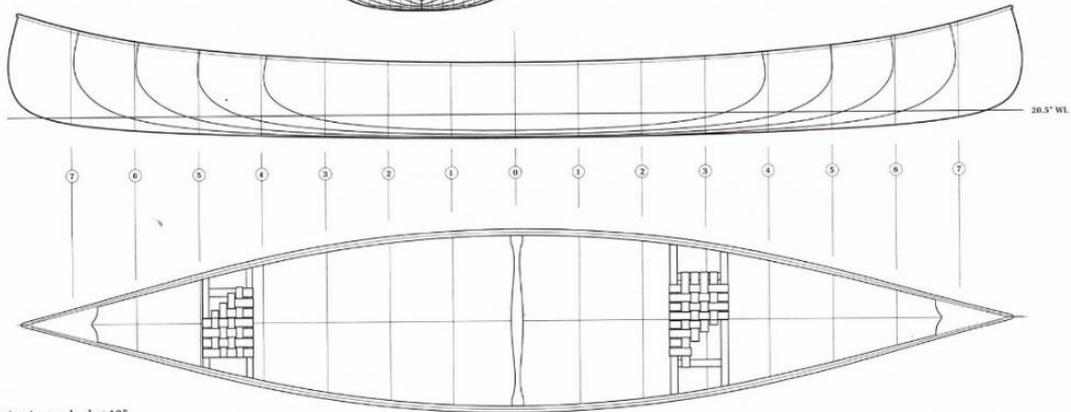
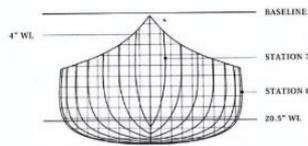


Distance from Station 6 to forward edge of inside stem:

WL 2"	1-10-2+
WL 4"	1-10-7
WL 6"	1-11-3
WL 8"	1-11-6
WL 10"	1-11-7+
WL 12"	1-11-7+
WL 14"	1-11-5
WL 16"	1-10-7+
WL 18"	1-09-4+
WL 20"	1-06-3+
WL 22"	0-10-2+

**PROSPECTOR SPECIFICATIONS**

Length: 16' 1"  
 Beam WL: 35"  
 Beam WL: 33 1/4"  
 Depth: 13 1/4"  
 Draft: 4 3/4"  
 Weight: 50 to 60 lbs.  
 Design © Ted Moores/Steve Killing



Station spacing is standard at 12"



**PROSPECTOR: AN IDEAL ALL-ROUND CANOE**

The Chestnut Canoe Company built this “workhorse of the North” to meet the specific needs of the prospector—good maneuverability through whitewater and wilderness, with the capacity to carry substantial loads. It features a flattened, shallow-arch hull, with its fullness carried into the bow and stern, good depth amidships to maintain free-

board and deepened ends to keep paddlers and gear dry. The rockered keel-line makes it particularly maneuverable in whitewater. As canoeist-filmmaker Bill Mason wrote, “It is amazing that such a large-volume tripping canoe can also be so beautiful to paddle solo in the leaned position—canoe ballet, as I call it. It is the ideal all-round canoe.”

**TABLE OF HEIGHTS** Dimensions are in feet-inches-eighths

Station	0	1	2	3	4	5	6	7
Sheer	0-10-4+	0-10-3+	0-10-1+	0-09-5	0-08-6+	0-07-5	0-06-0	0-03-3
Butt 2"	2-01-0	2-01-0	2-00-6	2-00-3+	2-00-0	1-11-2	1-09-6+	1-05-2
Butt 4"	2-00-7+	2-00-7	2-00-5	2-00-2	1-11-4+	1-10-3	1-07-4	
Butt 6"	2-00-6	2-00-5+	2-00-3+	1-11-7	1-11-0	1-09-0+		
Butt 8"	2-00-4	2-00-3	2-00-0+	1-11-3+	1-10-0+	1-06-1		
Butt 10"	2-00-1	2-00-0	1-11-4+	1-10-5+	1-08-3			
Butt 12"	1-11-4+	1-11-3+	1-10-6+	1-09-3				
Butt 14"	1-10-6	1-10-4	1-09-4	1-05-3				
Butt 16"	1-09-0+	1-08-3+						
Profile	2-01-0+	2-01-0	2-00-6+	2-00-5	2-00-2	1-11-6	1-11-0+	1-09-5+

**TABLE OF HALF-BREADTHS**

Station	0	1	2	3	4	5	6	7
Sheer	1-04-7+	1-04-5	1-03-5+	1-02-0+	0-11-6	0-08-7	0-05-6	0-02-4+
WL 4"								0-02-5
WL 6"							0-05-6	0-02-6
WL 8"						0-08-7	0-05-6+	0-02-6+
WL 10"				1-02-0+	0-11-6	0-09-0	0-05-7	0-02-7
WL 12"	1-05-0+	1-04-6	1-03-6+	1-02-1+	0-11-7	0-09-0	0-05-7	0-02-6+
WL 14"	1-05-1+	1-04-7	1-03-7	1-02-2	0-11-6+	0-08-7+	0-05-5+	0-02-5
WL 16"	1-05-2	1-04-7+	1-03-7	1-02-1+	0-11-5+	0-08-5	0-05-2+	0-02-2
WL 18"	1-05-1	1-04-6	1-03-5+	1-01-6+	0-11-2	0-08-0+	0-04-5+	0-01-6
WL 20"	1-04-4+	1-04-1+	1-03-0+	1-01-0+	0-10-2+	0-07-0	0-03-5	0-01-0
WL 22"	1-03-1	1-02-5+	1-01-3+	0-11-1+	0-08-1	0-04-6	0-01-6	
WL 24"	0-10-5	0-10-0+	0-08-3+	0-05-5	0-02-1			

**You will notice that:**

- There are only 7 frames yet the canoe is 16; long – that is because the canoe is symmetrical i.e. from the centre, each end is the same. (advantage – less drawing/ less cutting – just cut 2 frames the same)
- The frames or “stations” are spaced at 1ft intervals – except at each end
- From the Offsets there are funny numbers such as “1-10-3”. Most measurements are given in feet, inches, and eighths of an inch so 1-10-3 equals 1foot, ten inches and 3/8 of an inch. Bit confusing but the Yanks have not gone metric and the plans usually pre-date the Brits joining Europe.
- The Heights and Breadths in the table are at 2 inch intervals, therefore the grid that you will be plotting on will be 2 inch squares. (Could vary with other plans)
- BE AWARE there is a “baseline” and it can be at the topside or at the keel side of the boat. You will always plot from the baseline.
- There are terms such as “Butt”\* – don’t worry about that it just means the height above a base line and “WL” # is just the distance from the boat’s centreline. On more complex plans you might get measurements for “Diagonals” – these are just more reference points for you to use. \* short for Buttock and #WL - half breadth waterline
- **REMEMBER** – WL represents the **WIDTH** from the centreline and **BUTT** is the **HEIGHT** above the Baseline
- Mark the centreline
- Working from the baseline (Bottom), label each line on your “graph” – WL2, 4, 6, 8 etc across the Baseline panel, Remember – WL gives you the distance from the boat centreline to the gunwale and beyond (i.e. the outside of the boat ex planking)



- Then working from the centreline of the Boat , mark Butt 2,4,6 etc from bottom to top
- The points you will plot are usually given to the inside of the planks

**Now start plotting** carefully using the WL figures, measure out **from the centreline** along the relative WL line for each station. For example: For Frame 4 – measure along WL10 – 11 3/4 inches and make a mark ; Along WL12 measure 11 7/8 inches and so on. Once completed all the WL marks go to the Butt table for the same frame

**From the Butt Table measure the distance up from the Baseline for each number given and mark it**

**For Example:** Frame 4 / Butt 10, measure 1ft 8 3/8 inches (20 3/8 inches) Plot all the points

You will also note that there are figures for the “Sheer” – that is the gunwale line. Once you have drawn all the frame stations, if you joint up all the sheer points you will get an idea what your boat will look like. The sweep of the sheer should be pure in line

**Join the Dots.** Using your batten, join up the dots you have made. This is where a second pair of hands is an advantage. In the absence of spare hands, you could use nails or weights to hold the batten while you mark the line. The line must be true and fair. If a point is out of place, check your marking out. However, sometimes there could be an error in the table of offsets- particularly with old plans.

Continue this until all stations are drawn. It is best to complete each station before moving onto the next. For clarity, where there are many frames, half are draw on one side of the centreline and half on the other side.

Extend a vertical line from the sheer of each frame to the Baseline. The Baseline will be mounted on the Strongback.

**Down to the Pointy end.** You will also find a table for the stem. In this case the stem and stern as, being a canoe, they are the same.

Distance from Station 6 to forward edge of inside stem:	
WL 2"	1-10-2+
WL 4"	1-10-7
WL 6"	1-11-3
WL 8"	1-11-6
WL 10"	1-11-7+
WL 12"	1-11-7+
WL 14"	1-11-5
WL 16"	1-10-7+
WL 18"	1-09-4+
WL 20"	1-06-3+
WL 22"	0-10-2+

**Stem & Stern Table**

The measurements are from Station 6 to the forward edge of the inside stem. In practice, the stem will be joined to the keel at station 6

Generally with a modern build, the stem is made up of two pieces – an inner stem that the planking covers and an outer that is glued over this and shaped to make the cutwater.

Plot the marks or distances given at 2” intervals to denote the curved stem. Run your batten over the marks as you did before.



**Marking out & Making Frames.** Some different options here: You now have plans for your frames that can be pricked through and the marks made on the mould material joined with your batten (12mm MDF is good for frames) **or,**

You could use blue carbon paper sheets placed back to back. This transfers the marking of the first frame half to the back of the plan that can be then turned over on the centreline to draw the second half **or,**

If you used 3mm MDF, cut along the line of the widest frame and draw the outline using this as a half-pattern. Flip it over on the centreline to do the other half. Then cut along the second-widest and use this as a pattern and so on **or,**

Transfer your plan onto 3mm MDF by one of the methods above and cut individual half-patterns for each frame. These can come in handy later when you come to putting in floors etc or if you intend to build another of the same boat.

**REMEMBER:** Extend a line from the sheer back to the baseline – i.e leave the timber from the top of the mould (sheer) to the baseline. This is essential to determine the line of the keel. Bit hard to explain but in simple terms, the baseline, as mentioned will sit in the building frame (Strongback) and the frames will be at different heights relative to the sheer. It's a good idea to mark the sheer on your frames by way of a small sawcut or create a small ledge – It makes it easier to find.

Add a block of wood to the baseline of the frame and space them out on the building frame to the dimension given. The frames forward of the mid-one go in front of the line and the rear ones go behind the line. Run a batten to ensure everything is fair.

Sounds complicated but it is not really.

### Summary

That's enough to get you started. You could loft the whole boat on sheets of ply but when you set up the frames, if there are any errors they will show up as you move a batten over the frames. Adjust the frames either forward or back / up & down until the line is pure and fair.

Unfortunately this sounds a bit more complex in the writing than it is in practice. The best option is to grab a large sheet of paper and a table of offsets and give it a go.

### A word of advice from Walter J Simmons in *"Building Lapstrake Canoes"* who sums it up

*"Absolute perfection is as elusive as it is unnecessary. You can work back and forth between the buttock lines and the half-breadth waterlines and the station curves until everything jibes to the nth degree but you will pass the point of diminishing returns along the way... Be comforted with the knowledge that if something is slightly off the planking itself will handle the remainder of the fairing for you. Yes, it is easy to force 1/4" planking over a hump or hollow, but as soon as the pressures are released it will assume a fair run on its own, correcting the unfairness"*

I.e Don't sweat the little things! The old boats were often built by eye without multiple frames. Adopt a "she'll be right" within reason and move on. If it looks right, then it probably is. Good Luck!

**One final good reason why you should do this-** These skills need to be learnt and passed on. If they are not, then they will be lost to the next generation and without that continuity, historic boats will cease to exist because no-one will know how to take them from offsets on paper into reality and that would be sad.