

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

# THE LOG

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P O Box 210  
Mt Ommaney Qld 4074

SEPTEMBER

*"The brass buttons one wears, adds nothing to the safety of the ship"*

Joshua Slocum *"Sailing alone around the World"* 1897



**SAILING THE BRIBIE PASSAGE, GOLDEN BEACH-  
CALOUNDRA MESSABOUT**

Photo Ed Elcock 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 CANCELLED AGAIN  
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*

Since the last Edition of The Log, the Committee has had to make some tough decisions. One was to cancel the September Members' BBQ and Meeting. I know our Members, along with the Committee, enjoy these Meetings where we can discuss the various projects we are undertaking and socialise with like-minded woodies. However we felt it prudent to cancel the Meeting, given the current tightening of restrictions in declared Restricted Areas of which the greater Brisbane area is one. Hopefully by the day of October's Meeting, these restrictions may have eased.

Following the completion of the remedial sewer & drainage work at Argyle Street, the Brisbane City Council has prepared the draft licence terms. This draft is currently being reviewed by Council Officers prior to seeking comments from the Association and the other Clubs involved. We should have a copy of the draft this week.

Ian and Wayne have been busy finalising the purchase of the workshop equipment and emergency medical equipment following the receipt of the funds from the Gambling Community Benefit Fund. The Association have until February to finalise the Grant.

Following feedback and reviewing at the required equipment to live stream our Meetings, it was decided to record, edit and then publish the Meetings on our YouTube Channel. The 12 year old laptop that we used last month was working at its limits and as a result, the sound quality was not good. The new laptop purchased as part of the Grant should overcome this problem. As we cancelled this Month's Meeting, I shall present an overview of the September Committee Meeting held on Monday 7th September. I shall also include a short video of the demonstration I was to present at the Meeting on Vacuum Bagging. The video was directed by our resident Film Director Jon.

As the water level in Lake Wivenhoe is now at 45% and with a kind offer from one of our Caloundra Members to host, it was decided to move the location of the Messabout in November from Wivenhoe to

Lake Cootharaba. The sailing is good and Messabouts at Cootharaba are always well attended.

We have been notified by the Bribie Island Boating Club that their "Covid Committee" has made the decision that the Bribie Island Classic Boat Regatta be cancelled this year Classic. Hopefully things will have improved by May next year and it can restart.

We will keep you posted on when we will be able to restart our Monthly BBQ's and Meetings.

Jim

## UNDER CONSTRUCTION

**LEO SINES is finishing off his Water Rat**

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

**BARRIE BAKER**

After laminating the gunnels and removing surplus glue from inside the hull three coats of epoxy were rolled on.

Currently cutting out cockpit frames and bulkheads which is most enjoyable although rather tricky having no drawings to work from. Despite being a challenge it is far more interesting than planing. Best described as high visual return.





**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".



**FINAL PHOTOS -NOW ROR SALE -WARREN SMITH**

says: Good afternoon Ian. You will be busy getting ready for the weekend. We hope you have a wonderful meet. Such a shame we could not bring the skiff down, see it launched & sailed by experts. We are so pleased with the finished results, & the rescue of such an old vessel. If purchased 22 years ago, and if restored then, we would be able to keep it, but ***now it needs to be sold.***

Absolutely no idea what value, ....boat, loads of sails, no trailer, suggestions would be appreciated.

Regardless we enjoy all the information in the LOG. We will meet up, there is always 2021, & waterways & BOATS. Cheers Warren & Cheryl Smith: [cherylrobynsmith@bigpond.com](mailto:cherylrobynsmith@bigpond.com)

**JOHN WALDUCK Kingaroy 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?***



THIS HISTORIC DINGHY IS NOW FOR SALE

LAUNCHINGS



BRAVO / ZULU Naval Flags meaning "Well Done"

**DAVE MICKLEWAITHE** says: I have finished and launched the latest boat, a 14 foot kayak designed by Nick Schade of Guillemot Kayaks. Strip planked with Nortons 2pak varnish, here it is on its maiden voyage up the Brisbane River from Colleges Crossing.



Congratulations, Dave – pure Art!



NEW MEMBER  
A HEARTY WELCOME TO:

**Ross Hutton of Maroochy River** – 18ft wooden putt-putt boat with raised foredeck. Traditional carvel construction in the Snapper boat style, fully ribbed. with fibreglassed outer. Built around Lake Macquarie but not confirmed. Possibly early 1950s. Engine is a Simplex 5hp 4 stroke  
Ross heard about us from an Internet search



Ross's Boat

WEB-WATCH  
Go boating without getting wet!

VIRTUAL WOODEN BOAT FESTIVAL (USA)

Because of the plague in the US, they are running a virtual Wooden Boat Festival starting on 12<sup>TH</sup> Sept. That Means Sunday 13<sup>th</sup> for us and it will run for a month with live discussions, etc etc just like a real one without the noise and excitement of being there in person.

However, it is NOT FREE – It's a VIRTUAL Festival but you have to log on and part with REAL money – around USD20.

[https://woodenboat.org/participate-in-virtual-festival/?mc\\_cid=8d0864db49&mc\\_eid=d18699b0ab](https://woodenboat.org/participate-in-virtual-festival/?mc_cid=8d0864db49&mc_eid=d18699b0ab)

From John Skinner a cute **kid's powerboat**

<https://www.facebook.com/543068650/posts/10157783187868651/>

**What is a Trug?** From Leo

<https://youtu.be/MQ0gAFRDXY>

**Buster Keaton "The Boat" 1921**



Silent movie 21 minutes of slapstick comedy (If you like that sort of thing),

<https://www.youtube.com/watch?v=n7i4TNUwoQY>

From the wooden Boat stable: The Elegance and Joy of Wooden Pond Yachts

A Conversation with Thom McLaughlin and WoodenBoat School Director Rich Hilsinger  
42 minutes

<https://www.youtube.com/watch?v=VIHdfN1vPNw>

**WOODEN BOAT ASSOCIATION OF CAIRNS**

People like us with the same interests but located in Cairns. Same fascination / obsession with wooden boats. They recently got a grant from the Gambling Benefits fund to buy hand tools and they are working on their workshop as well as having fun in boats. Some of their stories are on Facebook – No, you don't have to sign up to Facebook to view.

<https://www.facebook.com/Wooden-Boat-Association-of-Cairns-118900728480121/>

*Press Control D to make it a favorite and check it often.*

[https://www.storerboatplans.com/faq-info-about-materials-and-methods/faq-epoxy-boats/avoiding-epoxy-allergies-in-boatbuilding/?mc\\_cid=88f20f8636&mc\\_eid=59aab75567](https://www.storerboatplans.com/faq-info-about-materials-and-methods/faq-epoxy-boats/avoiding-epoxy-allergies-in-boatbuilding/?mc_cid=88f20f8636&mc_eid=59aab75567)

Avoiding Epoxy Allergies in Boatbuilding  
August 24, 2020 August 24, 2020 by Michael Storer

[https://photos.google.com/share/AF1QipOwJGQ7iWapq8Og5QV9tc44hp6-eOonYMH7RwgPYN0q8H6WuHF\\_Ypj1i7YXWWp6pQ?key=Z0t6TUJhMkE1NWh1dTVNMmM4c3A3OFRTY1dzNVJn](https://photos.google.com/share/AF1QipOwJGQ7iWapq8Og5QV9tc44hp6-eOonYMH7RwgPYN0q8H6WuHF_Ypj1i7YXWWp6pQ?key=Z0t6TUJhMkE1NWh1dTVNMmM4c3A3OFRTY1dzNVJn)

Small Dinghy Plan the Eko-Youyou = 1 sheet of 8mm and part I sheet of 5mm ply  
Enough information to build in stitch & glue

**Town Dock - Camping in the Creeks**  
*Spartina and Annie*  
September 1, 2020

<https://towndock.net/shippingnews/camping-in-the-creeks>

Open boat camping story

**OUR DEEPEST SYMPATHY -**

Cheryl, the wife of our member, Chris Bardell sadly passed away in August. Our deepest sympathy to Chris and his family.

**REPORTS**

**QUEENSLAND CRUISING YACHT CLUB  
VINTAGE YACHT REGATTA  
a.k.a GAFFERS' RACE  
15- 16<sup>th</sup> August  
Story Ian Primrose**

It was a big race day for the Gaffers. The events is limited to old-fashioned yachts – those of wood, those with four-sided sails; those with wooden masts and those built prior to 1968 or those that looked like they had etc. Vintage is the word that comes to mind and vintage, they were.

The WBAQ was offered space to exhibit boats on the grassy area adjacent to the ramp. We set up our tent and display and put Darrell's "FOMO – Fear of missing out"; Ian's melonseed "Aurora Australis"; Phil's Norwalk Island Sharpie "Playstation Too"; Jims Mirror 16 and Tony & Lyn Harland brought along a Massive (by length) single scull that stretched almost the width of the grassed area. There was an Oughtred "Penny Fee" and a small but beautiful dinghy provided by others. Leo put out a few model boats.



Laurabada – Photos by Leo



**Tony & Lyn Harland's Skirmish**

The on-water contingent consisted of "Skirmish" – Tony & Lyn Harland; The beautiful "Laurabada" (complete with espresso coffee machine) – Ivan Holmes; "Nimmitabel" – Trevor Green; Luxury launch, "Tradewinds" – Ian Mortleman. Scott & Roseanne Garven launched their high-powered and beautiful putt-putt launch on Saturday for a run up the creek.



*Laurabada – Photo by Leo*

**Ian Mortleman in "Tradewinds"** got second in navigation trials and **best presented motor boat**. Another well-deserved award



*Scott & Roseanne under power - Photo by Leo*

It was a big day on the water for participants with good winds so-much-so that the last race was called off on Sunday.

**WINNERS & GRINNERS**

The **Albert Jeays Trophy** for the Best Overall Presented Wooden Boat went to **Ivan Holm** for "Laurabada" – without a doubt a most worthy win. Congratulations, Ivan.



**Ian's Prize**

**Trevor Green in "Nimmitabel"** took 3<sup>rd</sup> place on handicap in **Division 2 - Small Keelboats**. He won bottle of Shiraz and a voucher for a Hempel paints gift pack. With the COVID lockdown in Victoria he is expecting the Shiraz might take some time to get here – Well done Trevor!

**The WBAQ Award for the best spars** was given to **Peter Kerr of "Pagan"**, a Tasman Seabird, designed by Alan Payne. The presentation was made by President, Jim Jones.

In our display area, there was very little foot traffic so there was time to socialise but really not enough people to justify the time to set-up and man the stall.



It was a good event for the sailors and I suppose that is what it is all about and everyone seemed to enjoy themselves.

## SAILING NIMMITABEL IN THE VINTAGE YACHT REGATTA

*Story Trevor Green*



*Nimmitabel at CYC - Photo Ian Primrose*

The Vintage Yacht Regatta (VYR) is over for another year. My first regatta in *Nimmitabel* was 1992. I had bought her in late 1991.

I saw the Poster advertising the Regatta, at the Queensland Cruising Yacht Club (QCYC) on one of my regular lunchtime visits to Boat Books (remember them ?) in Albert St.

Filled in the form and posted it soon after.

The Gaffers, as it was known then, was run by Charlie Jeays , one of Albert Jeays sons.

It took place over the Labour Day weekend, the first Monday in May was Labour Day. Two races on the Sunday. There was a band on Saturday night. Uncle Bob's Jug Band was one I remember.

This year, I had two sailing friends with me on Sunday. Finished up getting 3<sup>rd</sup> on Vintage Hcp. I just pointed the boat where Alan and Paul told me.

After a few years The Gaffers was moved to the Queen's Birthday Weekend in June. The format changed to two races on each of Saturday and Sunday.

Over the years the catering went from QCYC volunteers to professional staff. The QCYC clubhouse was modernised to be the fine structure it is now.

The running of the Gaffers changed to the QCYC. It became known as The Vintage Yacht Regatta (VYR). In the mid 90's I was Secretary of the Wooden Boat Association of Queensland Inc (WBAQ).

I thought, that as the event was one of the largest gatherings of Wooden Boats on Moreton Bay, the WBAQ should be involved in some way.

We decided to present a wooden shell block, made by Nick White of Conrad Blocks in Ipswich, to the owner of the Best Presented Yacht at the Regatta.

This continued for a few years until the committee of the day decided to discontinue presenting the Conrad Block. About this time Albert Jeays made a nice Half Model of a yacht.

It was known as The Wooden Boat Assn trophy and a shield naming each year's winner is attached.

This trophy is now known as the Albert Jeays Trophy and has no connection with the WBAQ.

For the last three years the WBAQ has presented a perpetual trophy for of the yacht with the Best Presented Wooden Spars. The owner is given a wooden shell block from Davey and Co. The funds are supplied by an anonymous donor.

## Nimmitabel and 2020 the Year of the Pandemic



The year started well.

In early January I spent a night at anchor in Horseshoe Bay along with large number of holidaying boats of all shapes and sizes.

Later in the month I serviced the engine with new filters, oil and fuel. Changed the engine oil.

All went well once I sorted out which rubber ring went where on the primary fuel filter.

Even replaced the raw water pump impeller.





After that the Log Book is bare until June, a few hours on Waterloo Bay and lunch anchored off Green Is. It was COVID time from March.

We made weekly visits to *Nimmitabel* for takeaway lunch and engine runs.

In March I ordered a boom pack from Andrew Turner at Ullman Sails at Wynnum.

I had to wait until June to try it out. It did what I expected, and will make for easier mainsail handling.

About this time one of my friends, Alan, told me that he was going to fit a roller on his forestay and have a furling headsail. Now, one of the few things that takes the edge off a day's sailing, is having to fold the jib before I can go home. Particularly when I'm on my own. I had sorted the main with the boom pack and thought why not sort out the headsails.

So, long story short, I contacted Chris Anderson of Rope Solutions and I now have a Pro Furl C320 furler and a new Genoa from Ullman Sails.

While this was going on I was waiting for news of the Vintage Yacht Regatta (VYR).

I missed the 2019 VYR with a family commitment and was looking forward to this year's Regatta.

Would it be on? Would COVID scuttle it?

So it was a pleasant surprise to see a posting on Facebook advertising the 2020 VYR to be held on 14,15 and 16 August. With the caveat "all things COVID" being equal.

In late July the QCYC web page carried the Notice of Race and entry form for the VYR. I quickly completed the entry form and sent it and the entry fee to QCYC. Queensland was doing well in the 'COVID stakes' not many new cases and little if any 'community transmission'.

I organised crew for the trip to Cabbage Tree Creek and the two racing days.

Apart from a few hiccups nothing much, COVIDwise, changed in the next couple of weeks.

#### **Friday 14 July.**

**A foggy day** greeted Matt and I when we arrived at Manly. We got some ice (no fridge yet) and got everything on board and stowed away.

The Nanni started first go, as it does, the mooring lines were stowed away and we were underway.

Motoring out through the channel we could see St Helena through the mist, so we were able to carry on.

The GPS receiver was mounted and waypoints were available to assist with navigation.

There was little if any wind so we went on under power.

As we rounded the red beacons at the top of St Helena I set a waypoint for the Coffee Pots and we carried on at 5.1 knots in calm seas.

Passing the Coffee Pots I got up the waypoint for The Fisheries Beacon, near the mouth of our objective, Cabbage Tree Ck.

The fog was lifting a bit and we could see the cliffs at Shorncliffe.

We arrived at Cabbage Tree Creek and proceeded up to our berth in the QCYC marina. The berthing plan showed *Nimmitabel* astern of *Calypso* on the end of A finger. I spotted *Calypso* tied up, so we pulled in ahead of her and tied up at 11.56 after a run of 3.2hrs. Later on after a beer with Matt I checked the berthing plan and found we were in the wrong spot and a power boat was in the berth allocated to *Nimmitabel*. I spoke to the owner when heading up to get a meal and he said there was another boat in his berth and that he would move when the berth was free.

I spent a pleasant evening in the clubhouse over a few drinks and a good meal. Shared a table with Ian Mortleman and Eric Levett.

#### **Saturday**

**Forecast: N to NW 15 to 20kts. N to NE around midday. W 10 to 15kts late afternoon.**

My crew Col, Alan and Roger arrived and we stowed their gear and got underway about 09.45.

Struck a shallow patch on the way out and managed to get off without too much drama. Tide was ebbing so it was good to get off quickly.

We got the sails up, the new genoa looked good.

A bit late at the start and headed for the first mark, the Fisheries Beacon. We caught up with a few boats as we went around the course. The wind was now NE and not as strong as forecast.

We finished 3<sup>rd</sup> over the line and 1<sup>st</sup> on handicap. Alan was giving tactical advice and watching how the sails were set. He was a great help.

In the afternoon race we made a much better start aided by tactician Alan. Managed to pick up places as we went around the course and were first over the line in Division 2.

On the way back to our berth we to the starboard side of the channel and avoided the shallow spot.



In the marina we were able to tie up in our allocated berth at about 14.15.

Saturday evening in the clubhouse was very pleasant. A nice meal, a few drinks and good conversation on numerous subjects.

Checked the results. We were leading Division 2 on Handicap.

### Sunday

**Forecast: W to SW 10 to 15 knots Reaching 15 to 20 at times.**

Breakfast at the Club helped get rid of the effects of the night before.

Paul and Rod arrived on time and we left the berth at 09.45.

Got sails up when we were out of the channel. I put the first reef in the main and thought I may not roll out all the genoa.

Just before the start we rolled out all the Genoa and headed for the line. Started about the middle of the line. In hindsight a bit lower than we should have been. Made our way up to the Fisheries beacon. Then around the mark and off the wind for the next leg to the laid mark. Managed to pick up some places before we reached the mark and came on to the wind for the next mark.

As we rounded the mark one boat lost its mast. (After we got back to the marina they came in under their own steam with mast tied up on deck).

During the race the wind was quite strong with gusts that I estimated at about 25kts. We managed to carry the full genoa at all times.

We finished fourth over the line and fourth on handicap.

After a break for lunch the start boat gave us the start times for the fourth race.

Then after a short interval called a postponement of the start.

The next announcement was the abandonment of the race.

I think some of the bigger yachts were a bit disappointed as it was two reaching legs to Otter Rock and return, which may have given some a chance of good times over the line.

I was not disappointed. We were fourth over the line and fourth on handicap after the race. Not as good as Saturday.

We were back on our berth at 13.00. Had coffee and cake with my crew before they went home. They gave

me a hand to get the dinghy back on the foredeck and I got it tied down. After that I went and visited Ian and Eric on *Windward* for coffee.

The presentation was later in the afternoon.

*Nimmitabel* was 3<sup>rd</sup> on handicap in Division 2 for the weekend. Ian Mortleman picked up a couple of prizes and another WBAQ member, Ivan Holm was presented the Albert Jeays Trophy for Best Presented Wooden Boat with *Laurabada*. The WBAQ trophy for best presented wooden spars went to Peter Kerr on *Pagan*.

### Monday

**Westerly 10 to 15kts. Becoming West to South West during the morning. 15 to 20kts at times through to early afternoon.**

I was up early and off the berth at 07.51. Motored out on the High Tide. There was little wind at first then WNW came up.

I motored all the way home and was back on my berth at 11.15.

A good weekend and looking forward to the race next year.

## CALOUNDRA MESSABOUT 21<sup>st</sup>-28<sup>th</sup> August

Photos Ed Elcock & Ian Primrose  
Story- Ian Primrose

We gathered at the Powerboat Club on **Friday** night for the Meet'n'Greet and a nice meal.

We awoke on **Saturday** – to say it was windy would be an understatement. To say it was bloody windy would not be doing it justice. South Australia had sent us wind with a load of their topsoil included and there was a brown haze in the air. We're pretty right for topsoil, thanks and we just do not need it!



Stan Wood in "Fat Albert" and a bit of a chop



Individual skippers made their own decisions about sailing or not and destinations and that's the right thing to do. Some stayed close by the ramp; others ventured as far as Bell's Creek and a good number of hardy putters and sailors went on to Lighthouse Reach.

The hardest of all, Ross O'Brien, rowed his small pram dinghy "Kelly's Woodyard" 15km against wind and tide for most of the way to Lighthouse Reach and back. A remarkable achievement given the conditions.

When the going gets tough the tough go rowing!



We were off the water by lunchtime and on Saturday night we gathered at the Pelican Waters Tavern for another delightful meal.

**Sunday** it was still blowing so we retreated to Military Jetty for the running of the Russell Lanigan Trophy conducted by Chief Marshall, Scrutineer, Time-keeper and Protest Committee, Jon Elcock.



Minor Awards were made on the day with The Russell Lanigan Award being presented that night at an informal BBQ at the Moorings.



*David Sloper, winner of the Russell Lanigan Award being presented by Jim Jones*

One had to estimate the predicted time for the course for the vessel and the closest to the estimate, won. There were three categories – Sail, Motor & Row. Afterwards, there was a gathering on the beach and a lot of chit-chat.



*Mark Fort – winner motoring section*



*Ross O'Brien – Winner Rowing Section*

**FULL RESULTS BY JON ELCOCK, OFFICIAL STARTER, STEWARD, SCRUTINEER, TIME KEEPER, HANDICAPPER & PROTEST COMMITTEE ARE SHOWN BELOW...**



**On Monday**, conditions eased slightly and we did a run down to Golden Beach with some going on to Bullcock Beach. The water was clear and most of the sky-scum had cleared so it was a good run, although someone had to be towed back – no names (but thanks for hooking the loose end of the rope onto *First Hope*, Tom)

**Tuesday** was The **CALOUNDRA BIG DAY OUT** with the Caloundra Boys turning out in numbers to join us for a run down the Passage towards the town. Queensland weather had returned and it was a stunning day with just enough wind to drive the sailing boats.



There were 14 boats of all varieties lined up on Golden Beach for smoko that was followed by a parade of sail past the Caloundra Boardwalk. It was a spectacular sight, no doubt appreciated by the locals. There was a further gathering at the Blue Hole beach with all the boats aligned for another spectacular sight and lunch before returning to base mid-afternoon. The water is crystal clear as the sand is white towards the mouth and this is just a beautiful place to be.

In the evening, we gathered at the park near the boat ramp for a BBQ using the excellent Council facilities.



**Wednesday and Thursday** were a “free” days with people doing their own thing which for many was still getting out on the water with three boats heading to Lighthouse Reach, Blue Hole etc.

It was a mixed bag of weather for the week from testing winds to magnificent sailing conditions and all a lot of fun.





## Caloundra “Marine Incident”:

*Darrell goes sailing with Alex*

*Alex goes sailing without Darrell*

Darrell went with Alex in “*Mermaid*” to explore the Lions Park on Bribie Island.

We all know that the major hazard when sailing in the Bribie Passage is sandbank strike.

The inevitable happened and *Mermaid* came to a grinding halt on a one.

Darrell, being the dutiful and dedicated crew, got out to free the vessel. However, with the boat now lightened without Darrell’s dead weight it allegedly became free and sailed off on its own accord.

Darrell was left standing in the middle of the Passage in waist-deep water in a gaining tide, as *Mermaid*, under control (or perhaps not under control at all) of Alex, sailed off (as one story goes) over the horizon.

However, Alex perhaps feeling belated pity for Darrell sailed back and eventually picked him up. There was some story about breaking a sheer pin causing the delay and causing Darrell to go all wrinkly. This turned out to be true – especially the part about Darrell going all wrinkly!

There were claims and counter-claims and even a call for a Royal Commission.

One party claimed “*abandonment at sea*” – a very serious charge, whilst the other party claimed “*abandonment of the ship whilst on duty*”.

The matter was settled out of court but this will go down in history as “*The Mermaid Incident*”. 😊 Ian P

## RUSSELL LANIGAN TROPHY OFFICIAL RESULTS

*Jon Elcock, Chief Steward*

This annual event was once again held at the Caloundra Messabout 2020.

A slight variation for this year’s event we developed a ‘skills test’. Each entry had to estimate their time over a particular course that happened to be 2.88 nautical miles, and the closest to their estimated time won. There was also a **section** for power boats, and one for

rowing boats. A bottle of port was given to the winner of each of these two **sections**.

### Simple Rules were:

1. Observe all Maritime rules and regulations,
2. Don’t hit anything.
3. Do not use any mechanical or electrical timing device, but use of a sand timer (egg type timer) is acceptable as this is what sailors of old used to time the speed of their ship in knots.

There were three entries in the Russell Lanigan trophy for sailing boats, three entries in the power boat section and one entry in the rowing section.

**Sail** David Sloper and Ken Acworth “*Franco*”  
Alex Malcolm and crew “*Mermaid*”  
Darrell Spiers “*Fomo*”

**Power** Ed Elcock and friends “*Saturday Morning*”  
Jim and Helen Jones “*Czanina*”  
Mark Fort and friends “*WeeRobbie*”

**Rowing** Ross O’Brien “*Kellys Woodyard*”

### The Winners were:

- **Russell Lanigan trophy** - David Sloper and Ken Acworth in “*Franco*”
- **Power boat** - Mark Fort and friends in “*Wee Robbie*”
- **Rowing** - Ross O’Brien in “*Kellys Woodyard*”

## EQUIPMENT TO CARRY ONBOARD

*Jon Elcock*

There has been a conversation going around as what we should take when we go boating. The amount of gear you take will depend on the size of boat and distance of the trip you are about to undertake.

For a start let’s look at the **Master’s responsibility**. The Master’s responsibility is the same no matter the size of the vessel.



As master of a vessel you are totally responsible for the safety of the vessel and everyone on board your vessel.

**There are four main areas of duty of care.**

1. The ship is safe
2. **The ship is properly equipt**
3. The ship is properly crewed
4. The ship is operated properly

Equipment, firstly PFD/life jackets, correct size and type to suit everyone on board your vessel. You will all know the numbering of life jackets - type one, two, and three. They are now type 100, 50, and 50s.

Type three and 50s are only good for smooth water. For partially smooth water you will need a minimum of type two or 50. Outside partially smooth water, type one or 100. You could also use a 150 or offshore life jacket. You can wear a type two in smooth water or for that matter a type one in smooth water or partially smooth water as well.

If your vessel is under 4.8 meters and you have someone under 12 years on board then they must wear a life jacket when underway. **Underway** is when you are no longer hooked to the land. The engine doesn't have to be running, you are still classed as being 'underway'.

We have talked about flares and V sheets in the previous Log, and for those going off shore an EPIRB.

Anchors, manual propulsion (oars and paddles) pumping/bailing equipment, compass, charts and some form of communication are items that come under **'to satisfy your safety obligations'**

Your mobile phone, along with your car keys can be carried in a plastic water proof container.

The law says that if you are out between sunset and sunrise you must have a torch, and even if you are not planning to be out then it's nice to have a torch should you get caught out after dark.

You need drinking water. If one of your passengers need medical attention because of dehydration then you as master of the vessel will be held responsible.

If a power boat is over 5 meters long a fire extinguisher is needed.

First aid kit - not stated in the rules, but all boats should carry their own first aid kit. You cannot rely on the other boat near you having one. The master is totally responsible for **everyone on the vessel**. You will need to have the correct first aid kit to look after your passengers.

Give some thought to the type of first aid you may need to give. This will vary depending on the type of boat and length of time you expect to be on the water.

How well do you know your passengers? Are any of them likely to suffer a diabetic, or anaphylactic shock? Do you know what to do?

This probably is a good time to sort out a good first aid course and get yourself up to date.

**Safe boating, Jon**

**FOOTNOTE :** From Jon's great article "**Who You Gunna Call**" last month, Colin Paroz has formatted the contact numbers so you can cut, laminate and keep the information in your boat. This extract appears on the last page of this Log to make it easy for you.

## HEROES & BOATS

Ian Kirk

During World War 2 three Australian brothers Phil, Jack and Keith Davenport set off to fight as pilots in England.

Jack was to fly Beaufighters, rise to the rank of Squadron Leader and become highly decorated with the DFC and bar, DSO and the George medal.

A biography was written about him titled 'Jack Davenport Beaufighter Leader.'

Phil was to fly Sunderlands early on in coastal patrol bombing. He survived a disastrous crash landing.

Keith was also a pilot of whom I know no history. All safely returned to Australia.

Phil at one time was highly critical of the fact that Australians were fighting in Europe while Japan threatened Australia, calling it 'an episode of gross stupidity.' He was so disillusioned that he 'beat up'



the aerodrome (ultra-low flight- over.) raising the ire of senior officers. He was offered a court martial or retraining which I guess was more like brainwashing.

Following that and taking on the necessary tasks of upgrading the neglected maintenance of the aircraft and thus improving crew safety, he transferred to Mosquito fighter bombers which you may or may not know were constructed largely of wood, ply, glue and a covering of dope. This construction perhaps influenced the pioneers in the early days of modern wooden boat construction.

These twin-engine aircraft were fast, very versatile and had a real impact on the German war effort. It is reported that Luftwaffe leader Goering said 'they make me green and gold with envy!'

They could also be built quickly by folks like piano, violin and boat builders.

When we met Phil in 1995 he told us a little of his exploits, the major one being the concern of he and his crew that if they were ever shot down in the Mosquito and made a forced landing on a frozen lake that the nacelles under the wings (where the raised wheels stowed) had a sharp edge like a an ice skate. This could make the aircraft unstoppable on ice.

In April 1945 they were shot down over Norway, landed on such a lake, skated across it towards a cliff but fortunately broke thru the ice before impact. Phil wasn't proud of the fact that as skipper it was his responsibility to ensure the safe exit of his crew but instead headed straight for the surface. There he found his crew waiting for him!

A local farmer came to their assistance but unfortunately soldiers captured them and they were passed onto the Gestapo and they became prisoners of war. Incidentally, Phil's brother Jack had planned the sortie.

Should anyone be interested I have downloaded Phil's story of his capture and subsequent return to England and later Australia.

Following the war Phil joined the United Nations Relief and Rehabilitation Administration to oversee operations in North Kiangsu, China to help in the post war recovery. He found himself again in a war zone as

the conflict erupted between Chiang Kai- Shek and Mao Zedong.

I think that motivated Phil to return home to a normal life and sailing.

At this stage you're probably wondering what this tale has to do with boats. Well, these stories were recounted to us while we were assessing a Tophat Phil was selling.

He had bought Odette to participate in the 50<sup>th</sup> Sydney to Hobart but found her too lively for a guy now approaching eighty. (Incidentally, Odette was a famous French spy during World War 2.)

It was also ambitious as the Muir built Waltzing Matilda that he took line honours and second on time with in the 1949 Sydney to Hobart was a full bodied long keeled 46 footer. Jock Muir was the co-skipper for the race. Photos attached.

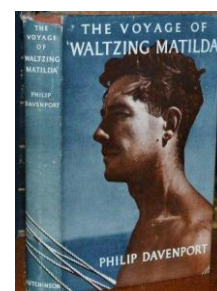
Phil, his wife Roz, and brother, Keith and sailing friend Don Brown sailed Waltzing Matilda to England and then Norway in 1950, departing Sydney in October.

Waltzing Matilda didn't round Cape Horn but instead cruised through the Patagonian Channel and Magellan Strait being the first Australian yacht to do so. In England, she sailed in the Fastnet Rock race of 1950 finishing 5<sup>th</sup> in her division.

While in England Phil sailed to Norway, wanting to meet up with his Norwegian farmer helper.

In the barn he found hanging on the wall his lifejacket, compass and a salvaged piece of his aircraft that he'd left there in 1945. An exceedingly joyous reunion took place and according to Phil's wife Roz, was the highlight day of the trip.

Phil wrote a book called 'The Voyage of Waltzing Matilda' in 1953 which I read some time ago and am in the process of purchasing now.





In 2006 at the Age of 91 Phil moved to Tasmania where he wrote another book, 'Hurrah for the Next Man' about his time flying Sunderlands in Coastal Command of which a review can be found online. It strongly expresses Phil's view regarding the horrors of war.

Phil was a charming, witty and a wonderful man in addition to being a modest hero who we were most proud to meet. It would also have been a huge privilege to have met Jack and Keith.

When we completed the payment with him onboard Odette at Ballina, Phil bought an excellent bottle of white wine and three glasses to 'celebrate the transfer of care of a fine craft and to wish us fair winds and happy sailing.' He left us the glasses.

While looking at Odette with a view to purchase, Phil told us that he'd bought her at Manly, Brisbane where she'd been sitting on the hard.

The information given to him was that she was owned by Christopher Skase's pilot who spent a considerable amount of money on her but had little time for usage.

Odette had been set up for offshore sailing with smaller than standard windows, strengthened bulkheads and chainplates, a very sound rig, a suit of new sails and a brand new 1gm10 Yanmar diesel.

She also sported considerable cedar in her beautiful fitout and must have been the best of the type in the country.

She did come with a few issues however that weren't immediately obvious. The first was that John Illingworth, the designer, hung the rudder off the aft end of the keel at an angle. This meant the rudder was triangular, relatively small and well forward. While Odette would happily self-steer to windward she wandered quite badly when running. Many of this design have circumnavigated but ours being a shoal draft model (3'6" vs 4'.) meant that the rudder was a bit more compromised.

A number of owners stood the rudder vertically, increased its size and placed a skeg in front of it. Others fitted a transom hung rudder. Both modifications were apparently successful.

We, not wishing to compromise the boat that we saw as being the best of the Tophats, decided to live with the challenge and leave her original.

Another issue of concern was that the seacocks for the head were located under the forward double berth with lengths of hose running to the head in its enclosed compartment slightly aft.

Being concerned about accessing the seacocks in an emergency, we changed the set up in Manly on our way north from Ballina by closing off the existing seacocks and fitting new ones in the heads compartment. A challenging project due to the confined space.

The third issue that we were totally unaware of was that the stuffing box was made of some type of neoprene.

While anchored at Dugong Inlet on Whitsunday Island, our automatic bilge pump came on a number of times in quick succession. A rapid search found that said stuffing box had fractured. While clawing my way over the rear of the engine under the confines below the cockpit German yachting friends arrived wanting to chat.

It was difficult convincing them that Odette was potentially sinking and that I'd rather deal with that task first and chat later. Eventually the message was understood and good old duct tape had the troublesome leak contained. We couldn't use the engine though as the taping also included the shaft.

So, on the following day, our good friends Stuart and Helen towed us out to the wind line in Cadenza Blue, and we set sail for Airlie and a haul out. The sail on the leads through Unsafe Pass between North and Mid Molle Islands and clearing Daydream Island to the west was quite stressful as the winds there tend to either head you or follow you. There are also the bullets off Spion Kop on South Molle to deal with.

Odette was soon at Abel Point Marina where she was lifted out by an ancient crane and left suspended for a number of days until repairs were completed and a proper bronze stuffing box fitted.

And guess what, against all current WH & S rules we continued to live aboard in what we called our





‘penthouse suite.’ Well, we had dined at the ‘Top of the Percy’s on the way up!

A photo of Odette is included in her elevated state.

And of Phil Davenport? We lost contact sometime after returning from our trip but have recently learnt that he passed on 12/03/2012.

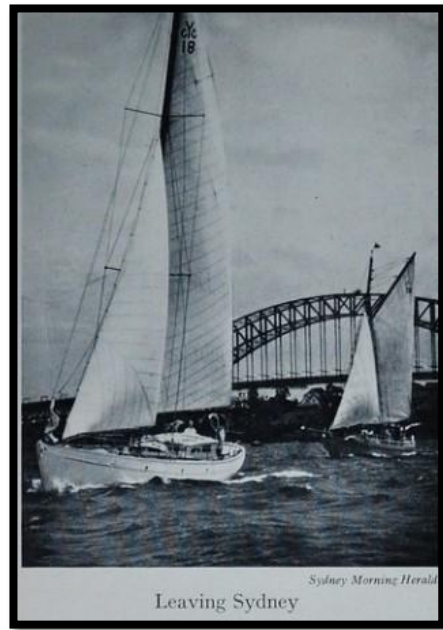
His brother Jack passed in 1996.

Waltzing Matilda’s location is unknown but westward, her near sistership that won the Sydney to Hobart twice is now part of the National Maritime Collection in Sydney.

And Odette; we last saw her while sailing through Karragarra Passage. She was then moored in Manly Harbour and the then owners were enjoying her immensely.

If you’d like to know more of the Davenports or Waltzing Matilda, Mr. Google can provide a reasonable amount of information.

**Ian Kirk 15/5/2020.**



**Leaving Sydney Harbour**



**Odette sailing in the Whitsundays.**



**Leaving Punta del este.**

**Odette, the ‘penthouse suite.’**



**MORE CHILDHOOD  
MEMORIES AND ACTIVITIES**  
*STAN WOOD*

**An open letter to my Grandson, Henry**

I was so engrossed and delighted in reading the narrative and reflective thought expressed by Ian Kirk in an article he wrote in a recent edition of The Log. I had similar childhood experiences and upbringing in those glorious years of the 1940 s and 1950 s Like Ian, in those immediate post-war years, I enjoyed a freedom and independence in childhood capers which



built up a measure of self-reliance; an inner confidence in self which told us what direction to take when confronted with one of life's obstacles. The regimented, organized lives today's children are subjected to with an addictive diet of digital devices provides them with what I call "fabricated, contrived" experience; not the self-reliance we acquired by going outdoors and amusing ourselves with our own imagination.

**Now Henry**, when we were just kids, maybe a year or two older than you we were down on the river trying out an old leaky 12 foot trainee complete with spinnaker. I might add, we had no inbuilt buoyancy or lifejackets. Such words would have been as foreign as "computer". We were given only one rule. If you capsize, always stay with the boat until it drifts ashore; never leave it. The adult view was that when you got yourself in a pickle, you got out of it the best way you could.

Well, Ian Kirk's Stafford/Gordon Park mob weren't the only outdoor types. The Hawthorne lot were pretty rough and adventurous. We all lived on or near the river anywhere between the Lourdes Hill Convent and the Hawthorne Ferry; along Virginia Avenue, Aaron Avenue or streets close by. Our family house was built out of second hand bricks. My father, a Depression man, cleaned the mortar off each brick by hand. The finished house was then rendered with a cement coating to hide the bricks and give it a Spanish appearance. Today, only the rich and famous live in this riverside area but it sure wasn't the case when I was a boy.

The river bank along there was steep and heavily wooded; the houses along there being set well back from the river. The best haunt was the Convent riverside as it was just virgin bush and sneaking past the nuns' quarters was easy. We had a cubby houses with kerosene candles. This was our bream fishing base. Further down the avenue at a mate's place we kept galvanized iron canoes exactly as described by Ian; double-enders with a spreader bar amidships. They were with the old trainee in a tiny rocky inlet. We'd paddle these canoes upstream, keeping close to the shoreline, up to Norman Creek. One had to be careful with an iron canoe because if they leaked

badly through the "Black Jack" tar, you had to be quick to extricate yourself from under the spreader bar before it sank.

We were always into being daring. Today's regulated and overruled society would declare us as foolhardy or cavalier or plainly incapable of keeping ourselves "safe". The New Farm Power House on the opposite bank belched out soot that covered everything in Hawthorne; especially in a westerly. There was some sort of outlet pipe there into the river which discharged hot water, which in turn stirred up the river. This must have attracted bait fish and consequently juvenile bull sharks. We couldn't really tell their size just from the dorsal fins. We'd paddle into this area in company as a "dare". On one such sortie, a mate's canoe sank and he broke all swimming records to the New Farm bank. None of us were "daring" enough to double up in an iron canoe so he got rescued by dinghy.

Another "daring" feat was to sail the old trainee one up. You had to sail upwind awhile, slacken the mainsheet, luff up, set a shy spinnaker and then sail downwind. The real "daring" bit was getting it down if you couldn't finish the run at home base.

Aaron Avenue, just down from the Convent, all dirt gravel, had two woefully steep ends and a flat section at the bottom. Our first "trolley" Or billycart was a Cyclops pedal car with pedals removed. Early trials from half way up the hill resulted in some nasty rollovers; the steering was too direct. So we all went for conventional "trolleys" with a lever brake on the pine box and a rope bridle for steering. The lever dug into the gravel to brake it but it also facilitated a rollover. One of my mates and I built a beauty. We somehow acquired the four spoked wheels of one of those old fashioned prams. It made for a really fast outfit. Well you wouldn't need to do 40 km/hr. from the top of Aaron Avenue to get into real strife. I can recall running home; bleeding everywhere; to have the gravel bits picked out of the multiple abrasions before my mother applied the only ointment we had – horse iodine.

I made a trolley (or "Billycart") with my eight year old grandson- that's you, Henry. He started off on a



sloping cemented walkway in the park nearby. I explained 50 times the need to tension the steering bridle or he'd lose control and roll over. After a few runs, I could see his confidence outstripping his skill and concentration. He had a helmet on so I reckoned the risk was bearable. I endlessly repeated my advice. Well, sure enough he lost control of the steering, rolled, got thrown out to roll down the hill thankfully on grass and not onto a pile of rocks. He dusted himself off; pulled the "trolley" to the top of the hill for another go. So possibly there is a chance for this generation yet

So, after teaching kids all these years I realize I got the learning process all back to front. If you want to keep them safely wrapped in cotton wool, give them bad advice, tell them to try some risky daring stuff. They'll do the exact opposite. If it is really harmless; tell them it is risky. For instance when yabby pumping. I tell my grandson, "Don't pick that yabby up. They can give you a nasty nip". Hopefully soon he'll pick one up, maybe.

*Stan Wood, Caloundra Sept2020*

## ON ROPE – FROM WEBSITE BLOG "BOATBITS"

"I really like Dyneema. Seriously, what's not to like as it's stronger than steel, light enough to float, and doesn't stretch or creep if you choose the right diameter for your needs. Pretty much the perfect rope except for that little issue of being fossil fuel-based.

Then again, a lot of the stuff we use on boats is based on fossil fuels and plays havoc with our carbon footprint. We might like where some of that stuff comes from but it's not like we have a lot of choice in the matter or alternative materials to work with.

As it happens, Marlow is now making Bio-Based Dyneema. Bio-based Dyneema has identical technical characteristics and performance as conventional Dyneema but uses waste from the pulp and timber industry as its primary raw material.

Better yet, every ton of Bio-based Dyneema Marlow

uses, reduces carbon emissions by 5 tons compared with a ton of conventional Dyneema. The comparison with generic HMPE is even starker as 1 ton of Bio-based Dyneema produces 29 tons less CO2 than 1 ton of generic HMPE. Which is equivalent to charging 3.7m Smartphones or the same CO2 offset by 480 tree saplings over 10 years.

All in all some very good news and here's hoping all of the rope companies will be following Marlow and transitioning to Bio-Based Dyneemas as well."

*-COMMENT: Interesting but... If the carbon footprint bothers you – use natural fibre rope such as hemp or sisal. Whilst not as strong it does look and feel better than 'plastic' rope!*

## Dangers of Predictive Text?



**Hi George**

"This is Richard, next door. I've a confession to make. I've been riddled with guilt for a few months and have been trying to get up the courage to tell you face-to-face. At least I'm telling you in this text. I can't live with myself a minute longer without your knowing about this. The truth is, when you're not around, I've been sharing your wife, day and night. Probably much more than you. I haven't been getting it at home recently. I know that's no excuse. The temptation was just too great. I can't live with the guilt & hope you'll accept my sincere apology and forgive me. Please suggest a fee for usage and I'll pay you. Richard

**NEIGHBOUR'S RESPONSE:**

George, feeling enraged and betrayed, grabbed his gun, went next door, and shot Richard dead. He returned home, shot his wife, poured himself a stiff drink and sat down on the sofa. George then looked at his phone and discovered a second text message from

Richard.

**SECOND TEXT MESSAGE:**

**"Hi, George.**

Richard here again.

Sorry about the typo on my last text. I assume you figured it out and noticed that the darned Spell-Checker had changed "wifi" to "wife." Technology, huh? It'll be the death of us all.



**JUST A MATTER OF DEGREES**

The graduate with a science degree asks, "Why does it work?"

The graduate with an engineering degree asks, "How does it work?"

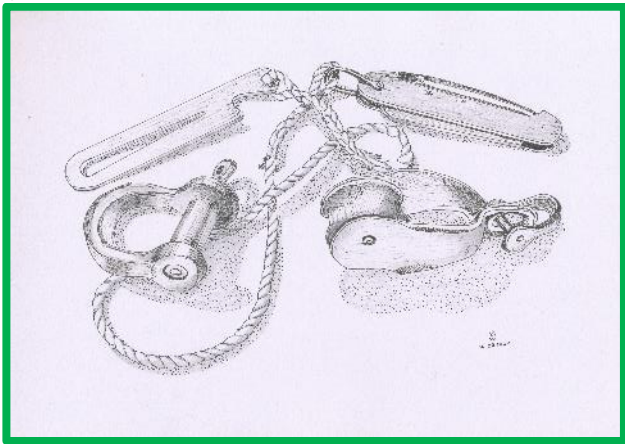
The graduate with an accounting degree asks, "How much will it cost?"

The graduate with an arts degree asks, "Do you want fries with that??"

If you keep the holes clear it should mitigate clogging of the rim so you should always be able to get the lid back on.



**THE ART OF ED ELCOCK**



😊 **JUST FOR PUN!**

*I can't believe I got fired from the calendar factory. All I did was take a day off*

😊 **THINK ABOUT THIS..**

**Half the people you know are below average**

**WHAT HAPPENED AT THE LAST MEETING**

Unfortunately the September Meeting had to be cancelled due to an increased outbreak of Covid19 in the South East. The number of persons permitted at a gathering was reduced to 10 persons and Committee felt it was too difficult to comply with requirements even with Covid Safe Plan.

**SHOW, TELL ASK**

The possibility of holding a meeting will be assessed on a monthly basis, so watch out for future advices.

**TELL:** Ian Primrose

Using a nail or fine nail punch, PUNCH 4 holes in the rim of your varnish can to help drain the lid gutter.

Messabouts can still be run with social distancing. Should numbers exceed 10, then groups can be despatched at intervals. Please book in with the Host if attending.



22nd BRIBIE

CLASSIC BOAT REGATTA

OCTOBER

Try again in May



~~16,17,18-2020.~~



2021?

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
SEPTEMBER	P,M,	<ul style="list-style-type: none"> <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>	<p><del>16th, 17th, 18th</del>  <b>Bribie Classic Regatta</b>  <b>CANCELLED</b></p>
NOVEMBER	M,R,S,P R,M,P	<ul style="list-style-type: none"> <li>2 to 6<sup>th</sup> Lake Cootharaba camp Messabout</li> <li><b>Note Changed destination</b></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

Saturday  
26<sup>th</sup> September

**BRISBANE RIVER ACCESS HUBS MESSABOUT (DOWN STREAM)** START TIME 9AM  
Launch from Long Pocket Boat Ramp Meirs Rd Long Pocket.  
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.

Nov 2<sup>nd</sup> to 6<sup>th</sup>

**LAKE COOTHARABA CAMP WEEK** Due to low water levels and popular demand the destination has been changed from Wivenhoe to Boreen Point camp ground on Lake Cootharaba Host Barrie Baker 0427 264 805 or 07 5499 6110 [barriegail@bigpond.com](mailto:barriegail@bigpond.com)

## 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](mailto:ejsines@bigpond.com)

**FIBREGLASS TAPE** – Sold by the roll – 25mm x 50m \$12, 50mm x 30m \$20, 100mm x 50 \$40 – best price. Also

**Bosch jigsaw blades** – superior for cutting ply \$3 each See Leo

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

Height 800mm x Length 600



**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)**





**NEW! FOR SALE** Iain Oughtred designed 11'6 Ptarmigan - Looking for a new home where someone will treasure it. Never been in the water this boat was built with love and care but unfortunately the builder has had to go into care. It has a strengthened transom to take a motor. Could be adapted to sail with addition of a centreboard. Includes plans. Make a reasonable offer. **Call Rohan Watt 0400 137 188 acting for the builder**



**NEW ADVERT**

**FOR SALE: Redfin 22 Yacht** Designed by B. Armstrong and Built by J. Nightingal Construction of epoxied glass covered ply Length: 6.71 metres Swing keel, water ballast; Can sleep 2 - 4; carpeted interior; main sail, furling jib. Very good condition Includes Suzuki 6hp outboard ( low hours ) and galvanised trailer Price: \$9,500 negotiable **Rod Bailey 0411 227 887**



**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](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.

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### 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  
Victoria 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  
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