

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

THE LOG

Email: info@woodenboat.org.au
Web: <http://www.woodenboat.org.au>
P O Box 210
Mt Ommaney Qld 4074

DECEMBER 2020

**"The man who does no more than carry out his instructions
will never get far in discovery"**

Capt James Cook 1775



"ARRAIN" - Colin Paros



"ISOLATION" David Mickelthwait



"HUGO" - Alan Dallas



"KISS AND BRIDE" - Tom Stone



"JULIE" - Alan Tomley



"MLO" - Darrell Jagers



"STP-GSP" - David Mickelthwait



"TOMMY" - Alan Dallas



"TONGA AUSTRALIS" - Ian Fyfe



"WOODY" - Alan Dallas

LAUNCHINGS 2020





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
See inside for details
Messabouts are being run

Sub-Committees

Messabout Calendar info@woodenboat.org.au

St Ayles Skiff Sub-committee

Steven Ainscough- Leader

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

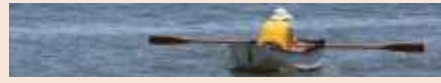
Your contributions to the LOG are sought and welcomed. Articles in MS word with JPEG photos are the preferred format. Email if possible. The Log is generally finalised the day after the monthly meeting. Editor Ian Primrose
Phone 3263 3381 m 0491 120 888 Contributions to:

imprimrose@powerup.com.au

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

2020 what a year it has been for all the wrong reasons. I wrote in April how our world had been turned upside down because of a virus that had jumped from an animal to humans and has since caused untold hardship and deaths around the world.

The last eight months have gone in what seems like a flash. But to some of our fellow Australians, life has been difficult with strong restrictions on movement and social interaction as the year dragged on. 2020 is coming to a close and with a vaccine hopefully available in the early 2021, life may be able to get back to some resemblance of normal.

Even though our regular Monthly Meetings, Messabouts and Events we attend were cancelled or curtailed, most of our Members were able to continue boating while "exercising."

While physical group activities were curtailed, the Committee readily adapted to modern methods of communications for the holding of our Committee meetings. I thank the Committee Members for persevering, albeit with some gentle coaching.

The lockdown has had one unintentional consequence. The number of launchings have increased with eleven builders recognised this year. Congratulations to those members who have added boat=feet to their bragging rights

We have had to move our Member Meetings to the Wynnum Manly and District Mens Shed after the parking and other restrictions at the Maritime Museum made certainty of holding Meetings there doubtful. Fortunately, the Mens Shed offered us the use of their Meeting Shed. As the COVID restrictions became more restrictive, the Maritime Museum closed completely and, except for opening in November, has remain closed.

This closure has resulted in the Museum finding itself in a precarious financial position. The Board Chairman has contacted me and after two meetings with some

of the Committee, has asked for input what the Association may be able to offer in the form of guidance and assistance to the Board.

A number of Messabouts were cancelled earlier in the year. However in August we had twenty boats attend the Caloundra Week and a similar number at Lake Cootharaba in November. This is the largest turnout at a Messabout that I can recall. Members who have been in the Association longer than I have may have recollections of larger numbers.

This time last year moving to Argyle St looked very close. We finally received a draft Licence from the Council in September. There were some areas of clarification required to which the Association made a submission along with suggested changes to the building. The Council has replied and is intending to call a meeting of all parties before Christmas.

In February we successfully applied for a Grant from the Gambling Fund for workshop equipment. Ian Primrose has just about spent all the funds without actually going to the BCC Tip Shop. I thank Ian Primrose and Ian Trail for their input in the application and Wayne Aberdeen for his input in introductions to the various equipment suppliers.

We have also be able to obtain some workshop benches, hand tools and lockers that were excess to requirements following the refurbishment of the Technology Department at the Cleveland and District High School. We thanks James Elcock for the information.

During the year we lost two of our most strident members, Life Member Mac Finch and long-time Member Bruce Wollstein. We pass on our condolences to the families of Mac and Bruce.

Once again, I would like to thank all the Members of the Executive Committee, the other Members who have been appointed to positions within the Association and the former Committee Members who help in their own way with advice and guidance.

Helen and I would like to wish our Members and their families a very Merry Christmas and a safe and Happy New Year **JIM**





NEW MEMBERS

A hearty welcome to

Doug Wilson of Bribie Is – has a fine boat collection of a Jim Young 8ft sailing tender (cat rig)- *Little Starship*, CLC Chester Yawl - 15ft Rowing Dinghy - *Theellie May*, and a Bob Oram 10m Sailing power cat (composite)- *Wilpower*

Doug heard about us from WBAQ members. As a lot of members know, Doug is a key organiser of the Bribie Classic Regatta.

Dave Guy of Gympie – has a Flint design by Ross Lillistone suitable for the big three – Sail, row and motor It's 15ft by 4ft and called *Mish Moush* and was completed December 2018.

Dave heard about us when he was at the recent Lake Cootharabah Messabout.

Wayne Jorgenen of Sinnamon Park – He has a Walkabout by John Welsford; a Seagull by John Welsford; First Mate by Ross Lillistone, a Nuggett also by Ross Lillistone; a Spur 11 by Bolger; a Flint by Ross Lillistone, as well as assorted kayaks. Wayne heard about us from members at Lake Cootharabah. Did someone say he was a keen boat collector???

UNDER CONSTRUCTION

NEW! DENNIS SMITH says

I have started building a CLC Wood Duck 14 Hybrid Kayak from plans purchased from Denman Marine in Tasmania the plans came full size on a roll of paper approx 10m long I cut most smaller parts from the paper and glued to a sheet of cheap plywood to make templates, I have now cut out all pieces and am now at the stage of stitching up the hull. I have a build album on [Facebook](#)

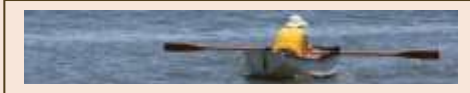


UPDATED BARRIE BAKER says;

Here are a couple of photos with all the bulkheads, tabernacle, cockpit and cabin soles fitted. I plan to finish cockpit and side decks next.

Unfortunately boat building and sailing have come to a grinding halt as on Sunday I caught my lower leg on the tow bar and tore a 110 mm hole requiring a ride to hospital. Currently annoyed with myself and very frustrated as I don't take well to laying about.





The final job (after a rework)



UPDATED JOHN WALDUCK Kingaroy Member
John is building the kit Oughtred "Penny Fee". John says: ' "Slow but steady progress with a bulkhead and 4 frames and centreboard case in place. Also some progress with spars.

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



LIST OF 11 LAUNCHINGS FOR 2020

- *Stop Gap* Launched March - Builder David Micklethwaite
- *Isolation* Launched August 2020 - Builder David Micklethwaite
- *Woody* Launched 26th November 2016 Builder: Alan Delac
- *Hug* Launched 31 October 2020 Builder: Alan Delac
- *Julie* Launched 1st of October, 2020 Builder: Alan Tomley
- *Arrain* Launched 16 May 2020 Builder: Colin Paroz
- *Toona Australis* Launched July 2020 Builder: Ian Primrose
- *Tango 12* Launched 13 December 2019 Builder: David Sloper
- *Milo S* Launched August 2020 Builder: Darrell Spiers
- *Reelin and Rockin* Launched 17 November 2020 Builder: Leo Sines
- *Puffie* – Builder: Peter Jensen Launched Nov 2020

LAUNCHINGS FOR 2020



BRAVO / ZULU Naval Flags meaning "Well Done"

Alan Delac launched "Hug" just in time for the Launching Awards and its photo appears in the RH top corner of the Log cover. But here is a photos of Alan's little helpers. It's nice when building becomes a family affair and all the help you get is appreciated.

Peter's launching notice came in after the cover was formatted and it could not be squeezed in, so it appears below:





Puffie by Peter Jensen.

OUR 2021 CALENDAR

SOLD OUT



Our 2021 WBAQ Calendar is **SOLD** out.

WEB-WATCH

Go boating without getting wet!

Oar Cruising Site – Designs for footrests and other rowing stuff

<https://theoarcruising.blogspot.com/search/label/Foot%20Braces>

Everything Old is New Again! **Wooden Cargo Ships**

<https://www.bbc.com/future/article/20201117-clean-shipping-the-carbon-negative-cargo-boats-made-of-wood>

Thanks John Tennock
Oxley Creek Redevelopment

<https://oxleycreek.com.au/>

Thanks, Steve Aincough

Some Memories here - Popular Mechanics going way back

<https://books.google.com.au/books/serial/ISSN:00324558?rview=1&lr=&sa=N&start=0>

Wooden Boat Association, Cairns - a new website - Take a look

<https://www.woodenboatscairns.com.au/>

Impressive Sailboat Docking

<https://www.youtube.com/watch?v=IUiwJ3tII2k&feature=youtu.be>

Thanks, Leo

Canoe Lofting made easy 23 minutes

https://www.youtube.com/watch?v=tJHUN8Xm9LE&lc=UqxBoKVeBr_4iJ8DjTd4AaABAg&feature=em-comments

THE CAPT. THUNDERBOLT AWARD

The Capt. Thunderbolt Award was created from a small piece (with a big hole) of the hull of Rick Sutton's navigator that, against all odds, was struck by lightning at Lake Cootharaba several years ago.

The annual Award is made to the member who has suffered or caused the greatest disaster during the year. Unlike the "Darwin Awards", the recipient must survive to receive it.

This year the 2020 Capt. Thunderbolt Award goes to:

DENNIS SMITH

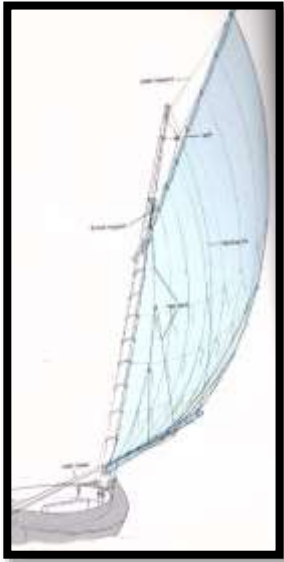
Whose mast came crashing down at Lake Cootharaba and yes, he survived. Congratulations Dennis.





LOOKING AT THE GAFF-RIGGED SAIL

Compiled by Ian Primrose



The **gaff** uses a spar to spread the head of the four-sided fore-and-aft sail but unlike the sprit, which it resembles in function, the gaff is semi-permanent part of the sail. It is attached to the head of the sail by a continuous lacing and is usually raised and lowered by means of a pair of halyards – one attached to the forward end of the gaff, known as the throat, and the other at the far end of the peak.

The angle at which the gaff meets the mast varies considerably from boat to boat and depends on the cut of the sail it supports. The length of the head is conventionally between three-fifths and two-thirds that of the foot, with the angle of the gaff varying 30 to 40 degrees.

The gaff was originally used primarily on larger boats where the sprit required to span the same amount of sail area would have been unmanageably long and cumbersome.

By the turn of the 19th century, however, the gaff had become the most common rig for workboats of all sizes.

Gaff rig is a sailing rig (configuration of sails, mast and stays) in which the sail is four-cornered, fore-and-aft rigged, controlled at its peak and usually, its entire head by a spar (pole) called the gaff. Because of the size

and shape of the sail, a gaff rig will have running backstays rather than permanent backstays.

The gaff enables a fore and aft sail to be four sided, rather than triangular. A gaff rig typically carries 25 percent more sail than an equivalent Bermudian rig for a given hull design.

A sail hoisted from a gaff is called a gaff-rigged sail.

Gaff rig remains the most popular fore-aft rig for schooner and barquentine other course sails, and spanker sails on a square rigged vessel are always gaff rigged. On other rigs, particularly the sloop, ketch and yawl, gaff rigged sails were once common but have now been largely replaced by the Bermuda rig sail, which, in addition to being simpler than the gaff rig, usually allows vessels to sail closer to the direction from which the wind is blowing (i.e. "closer to the wind")

The gaff is hoisted by two Halyards



Halyards (and edges) on a gaff rigged sail

The throat halyard hoists the throat of the sail (the end closer to the mast) at the forward end of the gaff and bears the main weight of the sail and the tension of the luff.

The peak halyard lifts the aft end of the gaff and bears the leech tension. Small craft attach the peak halyard to the gaff with a wire span with eyes at both ends looped around the gaff and held in place with small wooden chocks, larger craft have more than one span. Peak halyards pull upwards, approaching the gaff at right angles

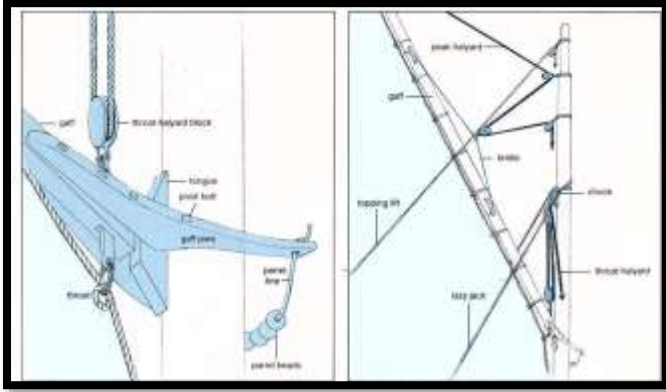
Additionally, a gaff vang may be fitted. It is a line attached to the end of the gaff which prevents the gaff from sagging downwind. Gaff vangs are difficult to rig on the aft-most sail, so are typically only found on schooners or ketches, and then only on the foresail or mainsail

A triangular fore-and-aft sail called a jib-headed topsail may be carried between the gaff and the mast.





Gunter-rigged boats are similar, smaller vessels on which a spar (commonly, but incorrectly called the gaff) is raised until it is nearly vertical, parallel to the mast and close adjacent to it. Topsails are never carried on gunter rigs.



The **spritsail** is another rig with a four-sided fore-aft sail. Unlike the gaff rig where the head hangs from a spar along its edge, this rig supports the leech of the sail by means of a spar named a sprit. The forward end of the sprit is attached to the mast but bisects the face of the sail, with the after end of the sprit attaching to the peak and/or the clew of the sail.

Sailing characteristics (small craft)

For a given sail area a gaff rig has a shorter mast than a Bermudian rig. In short-ended craft with full body, heavy displacement and moderate ballast ratio, it is difficult to set enough sail area in the Bermudian rig without a mast of excessive height and a centre of effort (CE) too high for the limited stability of the hull. Because of its low aspect ratio, the gaff rig is less prone to stalling if over-sheeted than something taller and narrower.

The gaff is not a common sail seen on our members' boats. However, Geoff Williams had a gaff-rig on his trailer sailer "*Oriel*" that he built but has now sold. He even included a topsail.

Although it is a little more complex than other four-sided sails, the gaff sail is worthy of consideration. One advantage being the raising of a shorter mast (than Bermudian) - a definite advantage as you age.

Sources: Wikipedia & *The Classic Boat*; *Time Life Books* (Now out of print)

REPORTS

BRISBANE RIVER PADDLE 28th NOVEMBER

Story & Photos –Darrell Spiers

Five vessels consisting of one 6m sailboat one rowing skiff and 3 paddle boats left Kookaburra Park at 9.10 AM to travel upstream towards Colleges Crossing on the last of an incoming 2.1m high tide. The conditions were very pleasant if a little hot, but if we needed a break we could shelter under the trees overhanging the river in the shade.



We had two new members Ashley Wilson on his first outing in his 19 foot Dutch sailboat and Wayne Jorgensen in his Lillistone designed 15 foot rowing skiff.

As the locals know as you approach Colleges Crossing there are obstacles consisting of water pipes and a low bridge across the river and a barrage on the river to contend with so only the kayaks were able to make it all the way to Colleges Crossing where the Picnic facilities are outstanding.

The tide turned just in time for the return journey back to the launching ramp for lunch after retrieving the vessels. Three things I learnt about the upper reaches of the Brisbane were that the tide still runs quite fast, the wind blows straight up and down the reaches of the river due to the high banks and that the tide times are approx. two hours behind the mouth.





Down by the Riverside....



**TEACH YOUR KIDS TO SAIL...
THEY WILL NEVER HAVE
ENOUGH MONEY FOR DRUGS!**

From Darrell

POINT TALBURPIN SAILING GET TOGETHER
Ron Prescott

A big thank you to Tony Harland for arranging the 24th Pt. Talburpin get together on Saturday 5th December (when a race is NOT a race).

We all know why this was the only event this year as Tony normally arranges 3 or 4 get-togethers annually.

This event always attracts a lot of interest and once again this year there were 18 boats sailing and a real assortment of dinghies. I sailed with Phil Brown on PLAY STATION TOO the largest boat in the event and we sailed towards the rear of the fleet to check everyone was o.k.

There was a great picnic on the beach at the end of the event with many wives and other visitors all enjoying a selection of complimentary food. Tony had also arranged for High Tide, 30 deg heat and 20 – 25 knott winds.

Again many thanks Tony a really great day and your efforts are truly appreciated.

THE GIVEAWAY BOAT



The Annapolis Wherry, generously offered as a giveaway boat by Ross Lillistone has been given to Ross O'Brien who has undertaken to restore and to use it. There were several submissions – all worthy of receiving it, but unfortunately there was only one boat.





YOUR STORY WANTED

Ian Primrose

It was apparent at Mac Finch's memorial that there was a lot more to the man than we were aware as we tend to only see the boating side of our members.

In 2013 when I took over the Log, I extracted details of four members to write a series *"The Man and his Boat(s)'*.

These were all very interesting stories. To get someone to write a brief precis of their life is most difficult as most people think that nobody would be interested in that. **Wrong!** There is an interesting story there for everyone – especially if a few boat anecdotes are included.

You don't need special writing skills – just put down some dot-points in the questionnaire on the last page of the Log and I will scratch your story together.

So, here we go...Jim has bravely started this off and his story follows;

THE MAN AND HIS BOAT(S)

James (Jim) Jones

Compiled by Ian Primrose



Jim, as he is known to most of us, was a project conceived during the war, arriving at the very end of it. He grew up in Toowoomba where his parents ran a dairy and pig farm.

After schooling, Jim was apprenticed and became a First Class Machinist, working for the Toowoomba Foundry.

During the 4 years of Apprenticeship, Jim joined the Darling Downs Aero Club and started to learn to fly. On a wage of £4.7.6 a week and lessons costing £5.15 an hour, he could only afford one hour a fortnight.

After receiving a Private Pilot Licence, Jim successfully applied for a Commonwealth Flying Scholarship which paid £5/hr towards a Commercial Pilot Licence.

They say that you should never make your hobby your job but Jim had a passion for flying and he achieved his Commercial Pilot Licence in 1966.

But there was a ballot on 11 March 1966 whereby Jim's birthday date was pulled out of a hat. As he was still an Apprentice, his call-up was deferred until 19th April 1967, his 21st birthday. We all know how slow the wheels of Government turn, well the Army is no different. Jim ended up in Artillery as a Command Post Signaller. After 13 months he was accepted for Army Aviation, but turned that offer down. However, Jim did make it to 1 AVN at Amberley as driver/operator.

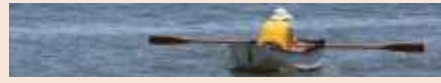
On weekends he would ask the Army for permission to use the Army Airfield near Rosewood and the RAAF to operate in the Amberley airspace to conduct parachuting dropping for the Qld Parachute Club using aircraft owned by UnionAir in Toowoomba, the company where Jim would later become Chief Pilot. Jim met Helen at the QPC Christmas Party in December 1968. They were the only two people at the party who had not jumped out of an aircraft.

After National Service and a period of training, he went on to become Charter/Survey/Corporate Pilot based in Toowoomba and Brisbane, something he did for 33 years throughout Australia, New Zealand, PNG and Indonesia before starting his own business - Aeroservice Publications Pty Ltd, producing Operations manuals, training manuals and consultancy services for the Aviation Industry – something that he did for the next 22 years before retiring in 2013

In his younger days, Jim bought a Sabot deciding to teach himself sailing but as all would know, the size of a Sabot and, Jim not being a small bloke, it was not a perfect match. So it was time to upsize to a boat that would involve the family as well. The choice was an Enterprise, a boat of similar to the Lazy E and Mirror 16 and just as spacious and fast. The Enterprise underwent a major restoration under Jim's ownership.

The Enterprise is wooden construction, of course and Jim found that the big advantage of wooden boats is that you can work on them and modify them, in need. This realisation set him on a course of owning only boats of made of wood.





There's always a time to upgrade and Jim acquired a Hartley TS18 and joined the Hartley Association in 1998 where he was President for 4 years and editor of their newsletter "Hot line" for 8 years.

In 2011, Jim had the unenviable task of winding up the Qld Hartley Association which had a mere 4 members left at that time.

Jim joined the WBAQ in 2011. "Sea Lark" as the Hartley was known proved to be an ideal boat as Jim says it "allows one to get to places where a keel boat will not allow and large enough to allow my First Mate to sail with me". Sea Lark underwent a major restoration in 2002 and again in 2016. Making it better is all part of the fun in owning a classic wooden boat.

Having one boat is never enough so Jim brought the Mirror 16 – an early one having sail no. 198 named "Czarina II" from Geoff Williams who had restored it. Jim has added his touch by way of modifications to the boat and the trailer. The Mirror has the advantage of being easier to setup than the Hartley so it is more suited to day-sails and being closer to the water, it is also more exhilarating to sail. However, the Hartley has more comfort and allows for overnight stays.

It's horses for courses or boats for floats. That's why you need more than one!

Asked about the sailing highlights he says the best bits were week-long cruises in Southern Moreton Bay and the Broadwater area. There are always some anxious moments and one of these was in the Sandy Straits in very windy conditions where the jib block broke and he could not get jib furled or completely down.

We all know of another, where the mast of the Hartley went over the side at Cootharaba. We remember, Jim. It's all part of the adventure.

Jim is in his third term as WBAQ President and is leading us in the Argyle St move project.

And what about that moustache, I hear you say? Well, that's another story.

THINK ABOUT THIS 😊

Eagles may soar, but weasels don't get sucked into jet engines.

SHOW, TELL & ASK

Ian Primrose : BOAT DOLLY – Seen on Kogan website this boat dolly seems reasonable value- probably could not build it for \$172 (plus freight). Not recommending it but could be worthy of further investigation if you need a beach dolly / trolley for your light boat.

https://www.kogan.com/au/buy/vidaxl-vidaxl-boat-trailer-160-kg-load-90305/?utm_source=criteo&utm_source=criteo&utm_medium=mfnewinventory&utm_campaign=criteo-oct-vidaxl-vidaxl-boat-trailer-160-kg-load-90305



JUST FOR PUN 😊

I bought some shoes from a drug dealer. I don't know what he laced them with, but I've been tripping all day.





WHAT HAPPENED AT THE LAST MEETING

IT'S STARTING TO LOOK A LOT LIKE CHRISTMAS....





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
DECEMBER	BB,S,M	<ul style="list-style-type: none"> 12th Enoggera Dam Paddle day messabout 19th Messabout Planning Meeting 10am 	



COMING EVENT DETAILS

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

Dec 12 th	ENOGGERA DAM paddle. The dam is set in a picturesque bush setting that is a great spot for a paddle close to the City. You can also swim if that's your wish. The only drawback is that there is about a 500m walk / carry to the water so a trolley or BYO "slave" is an advantage. Suitable for canoes. Bring smoko or a picnic lunch if you wish
Dec 19 th	WANTED – YOUR IDEAS FOR MESSABOUTS MESSABOUT PLANNING MEETING 10 am at Breakfast Creek Hotel If you have any suggestions for Messabouts, please contact Messabout Co-ordinator or any Committee member

Tudor Insurance Australia (Insurance Brokers) Pty Ltd



Specialists in hassle-free insurance for wooden boats

1st Floor, 9 Clyde Rd Berwick, Vic 3806

Postal Address: P.O. Box 256, Berwick Vic 3806

Contact: David Cooper

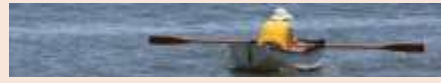
Phone: (03) 9707 3033

Fax: (03) 9707 4568

E-mail: davidc@tudorinsurance.com.au

Webpage: tudorinsurance.com.au





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 ejsines@bigpond.com

FIBREGLASS TAPE – Sold by the roll – 25mm x 50m \$12, 50mm x 30m \$20, 100mm x 50 \$40 – best price. Also **Bosch jigsaw blades** – superior for cutting ply \$3 each See Leo

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

Leo Sines 3843 1422 or 0418 781 756 ejsines@bigpond.com

Height 800mm x Length 600



NEW GIVE AWAY SKIN-ON-FRAME KAYAK

3.6M S.O E KAYAK.F Kayak P.B.K. design.

Suits kid or lighter person (up to 80 kg??)

It is in working order and would suit someone who wants a future project which can still be used until then.

Contact: Tom Malcolm, Bribie Island - 0468440651



NEW FOR SALE PUTT-PUTT LAUNCH

4.2M Plywood Boat Blaxland Chapman Master Pup 3.5HP Motor. (putt putt). Good condition on unregistered trailer.

\$4250 ONO Phone Tom Malcolm, Bribie Island 0468440651



NEW! The TS16 has to go now so I have drastically reduced asking price Hartley TS16, cabin cruiser or trailer sailer. \$2400. This is the ORIGINAL Trailer Sailer. Fibreglassed ply hull. Two suits of sails little used, all spars and rigging. With decks sealed with everdure, the boat is ready for a clean-up and repaint and Xmas sailing. Takes up to 10HP motor but gets along quite well with 2.5HP (not included). Original trailer has been upgraded to modern standard.

John Milne <mailto:fjm702204@icloud.com>





NEW! ELECTRIC MOTOR FOR BOAT FOR SALE

Dave Micklethwaite has an Electric Boat Motor and Speed Controller for sale, \$5000. This is a brand new, never used, still in the manufactures boxes, electric drive system for a boat. Manufactured by Lynch Motor Co in the UK it is the 48V 5KW system described as the "Marlin 5 Single" in their brochure at <https://lynchmotors.co.uk/pdfs/english/Marlin.pdf>. Dave bought it in 2018 to use in an 18 foot displacement launch but he has now sold the boat. Phone Dave on 04086203



And there's more.....! Also has a mast for a sailing boat

Dave Micklethwaite wants to dispose of the original mast for his 16 foot Selway Fisher Gaff Rigged boat. The mast is 5350 long with a lockable hinged joint about 1250 from the bottom. Free to a good home. Phone Dave on 0408 620 364



GIVEAWAY FREE FREE FREE

Temporary frames for the Boat Barrie Baker is building that is a Jim Ingliss design that can be modified to several configurations.

Barrie Baker
0427 264 805



Mast Gaff Boom Spare blank boom S/S standing rigging Two original wooden oars Miscellaneous parts and sail bag. 12' Mirror Dinghy Sail 5024 built 1975 was totalled in a motor accident. The above gear, in very good condition, was not damaged. Rigging is competitive racing light stainless steel wire, but in the miscellaneous parts is the original heavy galvanised wire rigging.

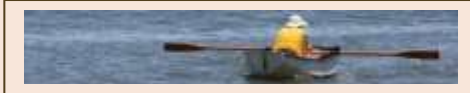


Collection from Bokarina Sunshine Coast, near Caloundra Warren Holmes 0411 474 188

GIVEAWAY - FREE FREE FREE (1)

1950's 3.3 m marine ply rowing dinghy that was built by Bill Neely, boat builder, Nelson, Victoria. It has been kept under cover for all of its life and has not seen salt water since 1969. Clearly, paintwork has disintegrated but the ply seems to be sound. The bowsprit has separated from its attachment and needs re-fixing. Sections of the gunwale show some rot and need attention. Donor says "don't know if the dinghy is restorable" but every boat is restorable –just the amount of effort to do so varies. **CONTACT WBAQ Secretary, Trevor Green** to lodge your interest





FOR SALE –FIREBALL Early 1980's 18 foot timber Fireball for sale. All wooden and is 2 handed. Trapeeze and spinnaker. It has not been sailed for 15 years but still has all pieces needed. Was working perfectly up till when my father in law was unable to sail anymore. This boat won an Australian Title at some point!!! It is currently on a beach trailer that can be lifted onto your trailer. We also have another road trailer that can be used to drive it away but the rego has just lapsed this year. Needs a good clean up. Located in Gympie Price \$2000 Same seller below
Detail came through our Facebook page – Contact Stuart Powell 0422678363 if interested (2)



For Sale - Moth 12 foot and well over 50 years old. Everything is wooden including the rudder, boom, mast and centre board. It is a single handed boat and has a wooden transport rack designed to go on top of car roof. Okay our second boat Located at Belli Park near Eumundi. \$1000.00.
Same seller as above Stuart Powell 0422678363 (3)



NEW! FOR SALE (2)
CANADIAN CANOES Look to be about 16ft – 2 person
Strip planked – timber, construction and weight unknown
Kelly Wicks - 040 5405 114 or Les Fitzpatrick - 0418 197 709
Located at Yatala Priced at about \$1,500 each



28ft Rob Roy is located on the marina at Calypso bay. Built in Melbourne in 1909, this boat has a known history. Present owner has owned him for 6 years as a restoration project she has a few weeping areas, but they seem to be more to do with patches over old iron bolts. There are patch blocks on the outside over the bolt areas but where the original lead paint is on the bolts they are in good condition. Needs a bit of work still on the inside. Set up to motor (no mast or sails)
Jeff Robinson jeffrobo@gmail.com 0404846433 P.O.A (2)



FOR SALE Black Pepper 20'x 8'x 2' Centreboard gaff rigged cutter with main topsail Wykam-Martin furlers, bronze rigging screws and other fittings No race boat but sails great Sails as new, wooden blocks, oregon mast, modern finishes for easy maint. 9.9 Yamaha thrust outboard As new FMS braked dual axle trailer with mags Complete \$32,000
Boat only no motor or trailer \$12,000 Ron 0450 726 099
Located Tambourine Village (3)





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)



These boats sail extremely well and have a shallow draft. We saw one at Cootharaba Messabout and its speed was impressive

Boatcraft Pacific (Advertisement)

The best source for all your boat building materials.

- Bote-Cote marine coating resins. 2:1 Amine blush free optimised for Australian conditions
- Epox-E-Glue A pre gelled 1:1 epoxy glue.
- Purbond Single pack waterproof adhesive ideal for strip planking and joinery.
- Aquacote Water based high build epoxy primer and water based 2 pack polyurethane top coat. Very high performance two pack paints without the fumes and health worries.
- Cop-R-Bote antifouling. Copper metal permanent antifoul that really works.
- Fibreglass Woven and knitted reinforcements, the widest range of weights and constructions.
- Timber and Plywood. Marine plywood and long length clear hoop pine, WRC and Kiri.
- Silicone Bronze and Copper fastenings. The largest range in Australia.
- Davey traditional bronze ship and boat fittings. Plans. We can supply a wide range of boat plans. Come and browse our catalogues. Save money with our material packages.

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

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

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

BoatCraft products now available ex stock from our Noosaville location

Bote-Cote Epoxy – Epoxy Glue – Purbond – Aquacote – Fibreglass – Timber – Marine plywood
 Shed 3, 7 Bartlett St, Noosaville 4566 Tel 0405 385 194 (call to check opening times)





As a Guide -30% on the Man and 70% on the Boats, please

Just dot points OK

QUESTIONNAIRE NAME: _____

"THE MAN AND HIS BOAT(S)"

1. Where were you born and When (year/ decade) ?

Add any significant events (e.g. lived near water, wartime etc)

•

2. What did you do for a living?

(just general information, main activity – e.g. brain surgeon for 20 years)

•

3. When did you retire? (if applic) YEAR: _____ Who do you work for?

•

4. What was your first boat? Why?

Built / bought? Childhood influences?

•

5. What/who got you interested in sailing / boating?

•

6. What got you interested in wooden boats?

•

7. When did you join the WBAQ?

•

8. What sort of boating do you do now and what do you like about it?

•

9. What wooden boats do you currently own? Any built but disposed of?

•

10. List any "boating stories", mishaps, successes. What is your most memorable boating experience or memory?

Return completed information to Ian Primrose imprimrose@powerup.com.au

