

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

THE LOG

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MARCH 2021

"I am now to relate one of the most atrocious and consummate [sic] acts of piracy ever committed"

William Bligh explaining to Joseph Banks how his breadfruit expedition went belly up.
Bounty Mutiny, April 1789, 50 km off the Island of Tofua, near Tonga



WBAQ ONBOARD THE SOUTH PASSAGE

Story inside

Photo by Tony Harland taken from "Skirmish"



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Regular Meetings and Activities

A monthly Social BBQ for Members and Guests is held on the second Tuesday of the month commencing at 5.00 pm*. A short report on the previous Committee Meeting is given at 7.00pm followed by a Guest Speaker. Bring along your plans, projects and problems for group attention.

Don't forget something for SHOW, TELL & ASK. Until further notice, the Committee Meetings are held by video at 4:30 pm on the Monday preceding the monthly Social BBQ.

***Until further Notice, Meetings are 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

Sub-Committees

Messabout Calendar info@woodenboat.org.au

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

Jim's final Words of Wisdom (or "WOW")

Another twelve months have passed since the last AGM. During this period we faced restrictions on our activities, both at our Meetings and with our Messabouts. We could have just closed up shop for nine months or so, but the Committee looked at other ways of keeping the Association running, or should I say boating.

Our organised Messabouts were curtailed to some extent but individual Members were able to go rowing, kayaking and sailing for "exercise." Helen and I were able to use the Mirror 16 on Moreton Bay during this period. Social distancing from other Members who happen to arrive at the same beach at the same time became the norm.

The Committee embraced having Committee Meetings via Zoom. These Meetings did not stop during the various lock down periods during the last twelve months. This proved that Old Salts can learn New Tricks. With help from contributing Members, Ian Primrose rose to the occasion and produced memorable Editions of The Log. This helped in keeping the Membership in touch with the Committee and with other Members. However, my attempt at live streaming our Monthly BBQ Meetings online was not as successful as I hoped. Along with the lack of a reliable Internet connection, I was demanding too much from our equipment. This venture is still on the backburner.

Even with the COVID restrictions in place, we were still able to have very well attended Caloundra and Lake Cootharaba Messabouts. It is good to see some very enthusiastic younger Members who are attending the Planning Meetings with new ideas and locations for Messabouts. Keep an eye on our Calendar and our Facebook page for dates and locations.

Since I became President, I have pursued the idea of the Association of having a "Home" During a chat with well know build builder Simon Paroz at the Bribie Island Classic it was mentioned that the Breakfast Creek Boat Club were in talks with the Brisbane City Council about leasing a defunct Council workshop in

Albion. Since our first contact with the BCBC and the BCC, this idea has morphed into four boating organisations having individual areas and sharing the building's common areas. There have been a few hurdles, to bring the building up to a "club" standard, fixing blocked sewer and storm water drains and new fire exits. At this stage, we are attempting to negotiate with the BCBC for access to the Meeting Room, which the BCC has decided to assign to the BCBC. However, the Association has, along with the Te Waka Dragon Boat Club and the Brisbane Paddlers Club, asked the BCC to change the allocation Meeting Room back to common area as was envisaged in the original allocation of areas.

With the slow progress on Argyle St, it was fortuitous that we were able to use the Meeting Room at the Wynnum Manly and District Mens Shed following restrictions on parking and the lack of certainty for the availability of the Meeting Room at the Queensland Maritime Museum. Not only did this allow us to resume our Monthly BBQ Meetings, but it gave us an insight into what can be achieved when a small Committee sees a vision and work to realise it. I would like to thank the Committee of the Mens Shed for allowing the Association use of their Meeting Room. With the rewrite and adoption of the new Constitution, the Association has more flexibility in how the Committee conducts Meetings. Other changes introduce Family Memberships, Joint Memberships and the ability to pay invoices by electronic means rather than by cheque. The same requirement for two authorised Committee Members to approve payment still applies.

By the time you read this the new Committee will have been elected. I have decided that I will stand down as President but will nominate for a position on the Committee. I would like to thank the outgoing Committee and the Members for their support and encouragement over the last few years.

I wish the new President every success with leading a friendly, vibrant and enthusiastic group of people who are the WBAQ.

Jim



LAUNCHINGS



BRAVO / ZULU Naval Flags meaning "Well Done"

A matched pair of grandkids canoes by Darrell



UNDER CONSTRUCTION

Barrie Baker sent an update after injuring himself on a towbar a couple of months ago ..
 "Unfortunately I have not been able to work on the boat since my accident at the end of November. The good news is I am now able to walk and ride and hopefully be able to sail in a week once the wound has fully healed. Tow bars are not at all forgiving. We bought a caravan three days before my mis-judgment and finally left yesterday for a trial run- Boat building resumes soon".

NEW MEMBERS
A hearty welcome to

Charlie Hughes, of Annerley – who has an International 12sqM Sharpie. Built by Jack Clark on the River bank at Hawthorne in 1946 for Cyril Masterman. It originally had a planked bottom removed in early to mid 70s but now has 6mm ply bottom fully sealed in Boatcraft Pacific epoxy. Gunter Rig and Dynel sheathed with the help of John Morrison (WBAQ Life Member) in 2004
 Charlie heard about us –from a former member.

WEB-WATCH

Go boating without getting wet!

<https://youtu.be/5Nzfx5KXUHE>

Aerial shots of the South Passage- not our voyage

https://youtu.be/TrAKPm_CtHg

Stitch & Glue Boat Building

<https://www.youtube.com/watch?v=RvE6Xd6tgPA&feature=youtu.be>

Pedal powered racing hydrofoils Thanks, Leo

THE 2021 LARRY LOVEDAY AWARD

Awarded to the person who makes a contribution to WBAQ in the spirit of past life member, Larry Loveday who gave and participated.

The 2021 Award is given to:
DARRELL SPIERS

Darrell not only plans and organises the Messabouts, he attends them all. Larry would approve.



Capt Kasper presents Darrell with the Larry Loveday Award watched on by Ian Mortleman

REPORTS

POINT TALBURPIN FAMILY DAY
13th February



Tony's ship-to-shore taxi service



We arrived at Pt Talburpin to a strong but steady onshore wind around 15 + knots. Quite unexpected as the forecast was for a lot lighter wind. Leo as the designated rescue boat, was in the process of rescuing a young bloke in a Sabot who was going backward. I made the decision not to risk it as did Phill B & Jim and several others.

Lester came up from the Tweed with his Navigator and others came from near and far None-the-less, 21 boats were up for the challenge and were off to the SE on quite a long course. There were 5 Jubilees and quite a mix of boats and only one got into trouble close to the ramp on return. With family groups, it was a very social picnic day on the fore-shore enjoyed by all with a BBQ providing a steady stream of sausages and drinks compliments of Tony & Lyn Harland.



Alex Malcolm in *Mermaid* and Lester in *Leighton* scored a prize. Had the wind been slightly less, we could have seen more than 30 boats on the water.



Alex & Lester at the Ramp

The Pt Taburpin Sailing Day is always a great day being organised by Tony for the benefit of others. The next one is on the last Saturday in May – Unfortunately this conflicts with the Bribie Classic Regatta – but you can chose.



After the Race

**NORTHPINE DAM PADDLE
Wednesday 3rd March**

It was a cloudy day but cooler than we had recently experienced and there was a smattering of rain. We had the Dam to ourselves – one advantage going mid-week as it is very busy on weekends.

We had 4 paddlers – Darrell, Kim, Tom Malcolm from Bribie and Ian P.

We paddled this way and that and having not paddled much since Christmas, arms soon turned to jelly.

Ah, but the serenity – wonderfully quiet on the Dam and one advantage of paddling on fresh drinking-quality water, you don't have to wash your boat.



Darrell paddles against a stormy sky

Darrell adds...

Four members attended the paddle on North Pine Dam Wednesday March 3. After a Long carry to reach the edge and launch on the dam bank we paddled under leaded skies and a couple of light showers for two hours and returned for lunch and a chat at the picnic shelter. It was agreed that we need to do this more often as our lack of fitness on our return carry up from the bank was evident. Our Bribie Island member Tom Malcolm attended for his first paddle in the beautiful clinker canoe he has recently purchased from Geoff Williams.



SAFETY DAY
Story -Darrell Spiers & Phil Brown

Darrell Writes..

Saturday the February 27 we held our annual safety day on the main beach at Coochiemudlo Island off After launching from Victoria Point the 20 min trip across was made with motor or paddle under very light glassy conditions.

With 9 sailboats and two canoes attending the action started with the skippers capsizing their vessels, trying to right them and attempting to reboard them. All sorts of devices and ideas were tried during the exercise, most with limited success to the shock of the skippers, some of who tried for up to 30 minutes to reboard. I bet there where some bruised and sore bodies around on Sunday.

This exercise is meant as a learning exercise with most members going home to think up new ideas for equipment to try out on our Safety Day next year. From my point of view it was pleasing to see such good attendance at this venue on the day and this is where we will hold future Safety Days.

We have our first candidate for the 2021 Captain Thunderbolt award in one skipper who sailed from home on Macleay Island to Coochiemudlo Island for safety day and left his and his partners life jackets at home, he shall remain nameless (for the present!)



Photos – Helen Jones

Safety Day, Coochiemudlo Island, my observations.

The day was well attended with a variety of watercraft, canoe, kayak, small and larger sailing dinghies.



The spirit of the event was embraced by many, with people rolling out, capsizing or trying a deep water re-entry to their vessel. The main comment I heard, "it's harder than I thought". A couple of good ideas were proposed by participants, e.g using a PFD as float on end of paddle to assist canoe/kayak re-entry, and a 10 litre bucket in water upside of dinghy (opposite side of re-entry) to avoid excess water ingress.

Two members who failed, the get-back-in drill last safety day, were successful this time.

My Catspaw Dinghy had buoyancy foam under thwarts last event, but still had too much water inboard, and I could not get entry over transom, or amidships. The boat has more floatation now by way of adding 'jumbo pool noodles' laterally inside and one fender external on gunwale. What was a pretty boat is now a bit ugly, but I will be more inclined to sail her.



The water in boat was just below thwart on righting. I had made a ladder to hang on transom that nearly worked, but failed structurally. Tried a rope to help over transom - again fail. Successfully rolled in over gunwale with little extra water entry. The day was calm, but I feel bailing would be possible in a bit of chop.

Another realised fact by many participants was the advantages of fitting a crotch strap to the PFD.

Phil Brown.

A DAY ON THE SOUTH PASSAGE
 Story – Ian Primrose

Introduction "South Passage' is a 100 foot long, gaff rigged schooner. She was purpose built to give young people aged between age 14 to 17 the experience of a traditional sailing ship.

Her home port is Manly near Brisbane and her annual

sailing program takes her north to Cairns in winter and south to Wollongong in summer."



Photo by Tony Harland

The hull of the South Passage might be of steel but she has more than sufficient wood about to qualify as a wooden boat under our very loose criteria of what constitutes a wooden vessel.



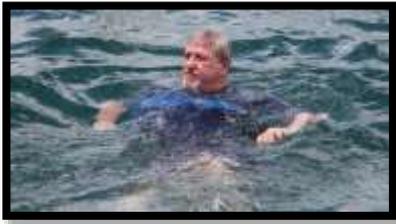
The Skipper, Phil Woodgate

46 eager passengers boarded the South Passage at 09:30 and the Skipper, WBAQ Country member from Townsville, Phil Woodgate with some clever maneuvering on the end of a rope, swung the bow out from the dock. Peter Jensen – another WBAQ member took up his position of Ship's Master ably assisted by a dozen other volunteer crew.

Out of the harbour and amongst a large sailing fleet under a cloudy sky, with direction from the crew and the occasional flogging with the cat-of-nine-tail, we got the sails up and headed for Horseshoe Bay on Peel Island.



The sky transformed into a sunny day with light breezes just sufficient to propel us under sail with a little help from the iron mizzen located somewhere under the floor.



At about 13:00 we joined the other hundred or so vessels anchored on Horseshoe Bay and the sails were dropped along with the anchor for a lunch break. The hardy went swimming in the crystal clear waters while others partook of their bring-along picnic lunch.



Meanwhile there was an increase in the breeze so the sails were raised (oh no, not more floggings!) along with the anchor and we came around the south-east side of Peel Is and pointed toward Manly, giving a number of would-be-skippers a chance to operate the big wheel known as the helm.



At 16:30 we were back at the dock after a lovely day on the water. We all went boating without even getting our feet wet – an unusual circumstance for us.

Nothing happens without some effort by someone and our thanks and appreciation goes to Trevor Green who organized this day out for us as well as the volunteer crew who manned the vessel. Well done, Trevor – a great day.

MISSION POINT, BRIBIE ISLAND
Story & Photos- ALEX MALCOLM

Another Boys' Own Adventure

With freshening conditions on the 19th February, Tom Malcolm in his Iain Oughtred Whilly and Alex Malcolm in *Mermaid* set sail from the Bellara boat ramp bound for Ningi Creek. The tide was dropping and shallows abound, with wind in their faces they soon ran out of sailing room. A retreat was made to the beach beside Wrights Creek.

After coffee and the turn of the tide they set off for Bellara. Tom battled against the current and with a drop in the wind he was heading backwards towards Toorbul. Seeing his predicament Alex started hearty Honda and passed Tom a line and towed him back to the ramp.

The *Mermaid* then continued on to Mission Point, some two and a half hours sailing. There is a well appointed campground with fire pits, table and bench seats. Rain was predicted but did not eventuate. Mosquitos made their presence known.



Campsite 6

The next morning Alex sailed to White Patch and met up with Dennis Smith and his friend Callum in *Why-*

Knot-Wood, a Scruffie 16.



A case of I'll take your photo, if you take mine

There was a good breeze and morning tea was enjoyed at Toorbul. The party ventured on to Donnybrook via the north-western approach. This proved to be tricky on the falling tide and oars were used to make the small sand area beside the boat ramp, everywhere else seemed to be muddy.



After lunch sails were set and the boats headed for Mission Point to set up camp.



Ah... feel the serenity

Callum put his 30 year old tent up while Dennis slung his new hammock complete with a mosquito net and rain canopy between two trees. Callum looked forward to his hot shower mmm.... Dinner by campfire light was enjoyed.

During the night some strange things happened. Alex's tent suffered a minor collapse caused by someone blundering around in the dark. A wallaby got curious or hungry and sorted through the rubbish making quite a row.

An onshore capsize occurred when the inhabitant of the hammock climbed in and found the mosquito net didn't support his weight, (rule number one –make sure the hammock is not upside down when you climb in). Luckily the backup swag was handy. A torrential downpour capped things off.

In the morning everything looked rosy. Dennis and Callum packed up and the two boats left to explore Tripcony Bight. This is a very shallow inlet and tide dependent for progress. They nosed in and safely made it between Long Island and Thooloor Island back to the Passage. Pressing on they stopped at Poverty Point for coffee. This was a lee shore and at low tide so they had a bit of bother getting away. The Scruffie lot went back to Spinnaker Sound and the Mermaid back to Mission Point.



That night Alex showed the mozzies who was Boss and got out his mosquito net, hung it from a tree and draped it around his camp chair. They were not impressed and by the sound of their frantic buzzing were quite angry, on the outside of the netting.

The last day, camp packed, no wind, glassy water reflecting the clouds, the outboard was used to go across to Glass Mountain Creek and motor 4 nautical miles upstream, passing mangroves and a variety of bird life.

Once back in the Passage Alex headed for Bellara, coffee on the run. The wind sprung up to about 12 knots so some brisk sailing was enjoyed. After pulling out and lunch by the beach, the end to another adventure drew to a close.

56 nautical miles sailed in 20:55 hours.

**NOTES ON BUILDING AN
OUGHTRED 10 FT PUFFIN
ROWBOAT**
Story & Photos - Mark Scott



I had always wanted to build a boat but of course life got in the way until I retired from my desk job. I determined that 10 foot was the maximum possible length I could build in my home garage. The Puffin was just about right for my purpose mainly as a tender for my 28 footer moored off the Point and to occasionally row over to Coochiemudlo Island to stretch our legs.

The design also met my liking for something sweet to look at off the stern when at anchor. Construction was glued lapstrake plywood. In taking on this project I had to swallow my dreams of building a traditional plank on frame boat and overcome an aversion to working with goo. I think I have been true to the lines as drawn but have made some minor modifications to suit my taste and local conditions eg double knees at the main thwart and beefy outer stem.

Whilst I have produced plenty of sawdust over the years and already possessed all the necessary tools, as



a first build this boat was a challenge especially within cramped confines. I had first to scarf the plywood sheets for the planking stock and stack them up against a wall so as to give sufficient space to set up the building frame. All tools and workbenches were mounted on castors which were in constant motion around the workshop.

Building was very physical especially the planking process. Plenty of bending, leaning, lifting, squatting (and head scratching). Whilst the use of power tools saved a lot of sweat during the initial roughing out stage of each set of components, it was necessary to employ hand tools to achieve a proper rendering of the plans. These allowed me to gradually `creep up` to a satisfactory result, as opposed to a less forgiving machine - so lots of elbow grease and sharpening was involved.

The build consumed a vast amount of timber with most of it not going into the boat! eg building frame, moulds, pattern stock etc. This was all store bought but I am now recycling much of this on other projects.

I got lucky in terms of the wood for the boat itself. A retired antique restorer's woodpile advertised on gumtree contained century old cedar and clear hoop pine and other goodies. I also picked up some battered but long white beech skirting boards and reclaimed teak hatch boards from the local boaties market which made up all of my knees. The only non-used timber that went into the actual boat was a length of silver ash for the bent keelson and gunnels together with lightweight Joubert mahogany plywood for the planking.

For the surface finish I slapped on x3 coats of epoxy resin inside and out. Some embarrassments have been successfully buried under interior bilge paint. I am thankful to Ken at the local boatyard for recommending 2 pack on the hull. Thwarts are oiled and the trim varnished. The result is somewhat patchy and it is evident I gave up early when attempting to grind off all the glue squeeze-out between the planks.

Work extended intermittently for 20 months. After breaks away and work on other projects she was always patiently waiting there for me in the garage inviting a little more attention, a growing source of pride and joy. I started out counting pennies but after buying yet another pot of epoxy I gave up and invested in some solid bronze fittings (she deserves it!).

My admiration goes to the artistry of the designer and my thanks to all those Youtubers who take such pains in documenting their efforts to instruct others. The journey of building her was such a healthy distraction that I am now carefully considering contenders for the next project, an innocent pastime almost as satisfying.



Comment: A quality build denoted by the beautifully aligned bow planks I.P

RESCUE TOWING

TOWING ANOTHER VESSEL

(Lifted from the US Coastguard website but reviewed and modified by Jon Elcock for Australian Conditions. Thanks, Jon)

Generally speaking, boater who does not charge for rendering assistance is protected under the Good Samaritan laws for any damages or injuries that might occur during the tow. If money (or even a carton of beer) changes hands and someone gets injured or the disabled boat gets damaged, you're no longer considered a Good Samaritan and would be opening the door to much more liability. You may be even personally liable, depending on your insurance policy – if you have one. It's just something else to think about before throwing a towline and asking for money. A commercial towing company carries insurance to cover those types of mishaps.

Rendering assistance could range from a full tow in difficult conditions to simply making a phone or radio call to water police, if they can't help, they (water police) can then task the VMR to assist. Assisting could be just limited to standing by until help arrives. The level of assistance is dependent upon your assessment at the time considering such things as sea conditions, size of each boat, the risk to life, distance of travel and so on. Important thing is "Do not endanger your vessel".

For boaters committed to being a Good Samaritan, here are a few tips:

1. Never put yourself in danger or go beyond your capabilities.



2. For the safety of everyone, always report disabled vessels to the VMR / Water Police or other authority.
3. Ensure that your cleats are properly backed and you have the properly sized tow line (some lines can stretch and suddenly break). A towing bridle is good, particular if the vessel you are towing as big, or bigger vessel than yours. If you are towing another vessel and the vessel doing the towing has to have a licence driver then you must have a licence driver driving that boat.
4. Understand that once you start towing, the Good Samaritan has a duty for the safety and care for those aboard the disabled vessel.
5. Minimize risk by having everyone don their life jackets and remain seated – away from the bow in case a line parts or cleat gives way.
6. Maintain headway for control, but don't tow any faster than leaving a small wake.
7. Be careful to prevent other boat traffic from crossing the towline. Keep a horn or whistle available to warn others to stay clear.
8. Always tow to the nearest safe place. While it may not be near where anyone wants to go, it will shorten the time of the tow and minimize any exposure liability, and gets passengers to a place where they can fix the boat or arrange for a proper tow.
9. Another option is to stand close by, but not undertake the tow and wait for a responder to arrive while staying close just in case of emergencies. A Good Samaritan could also remain on the right side of the law - and keep potential liability low - by simply removing the disabled boat's occupants and returning them to the dock, while arranging for a local tow of the broken down (and safely anchored) boat.

However, removing people from one boat to another at sea can be hazardous. You cannot overload your boat, with a possible exception of course if the other boat is on fire or sinking.

DON'T OVERLOAD YOUR BOAT.

In any rescue, the priority should always be the safety of people – not the saving of the boat. Boats can always be replaced or be recovered later by the Water police. It's always good to help out a fellow boater because sooner or later, it could be you asking for a tow back to the dock. Some Air Sea Rescue and Coast Guard have

annual cover for a (relatively) small fee – a type of insurance that gives a free tow if needed.

EASTER 1961

Story - Stan Wood

An open letter to Stan's grandson, Henry

Well, Henry, this is a yarn about probably the wildest adventure I ever had in the southern end of Moreton Bay. I've pieced it together as best I can with my sister, Pam, ten years my senior. It happened exactly sixty years ago, this coming Easter, in 1961 at the beautiful Horseshoe Bay, Peel Island. I was nineteen years old and first year out teaching a grade four class of 35 odd pupils, exactly your age at my old "Prac" school, Coorparoo State School which was deemed the top teacher training school of the day.

The Horseshoe is a beautiful sandy, shallowing bay, shaped like a horse's shoe on the western side of Peel Island which is on the other side of the bay. Some mates and I had this plan to sail our boats across the bay and camp on the beach at the Horseshoe as the word was about that all the cruisers with every man and his dog aboard were heading there for the Easter long weekend. Now this could be seen as risky business; sailing an open 15'boat with no inbuilt buoyancy across an open bay. I suppose if you did it today, you'd be labelled reckless, cavalier and "unsafe", but for us it wasn't much out of the ordinary. In earlier years, we'd sailed trainees down the river, through the Boat Passage, across Waterloo Bay to King Island, Wellington Point. We'd tip the boats on their sides for wind breaks, camp there for the night and sail back up the river the next day. We had four gallon drums strapped under the centre thwarts for "safety". Next I got this 18 foot putt-putt /motor sailer called "Privateer". She was bondwood with a raised central cabin with a 6hp Simplex motor. On every break we had we had up to four on board down the bay. Two slept below and two on the cabin roof; in turns of course. We were good at finding uncharted sand banks. If we couldn't get off on a falling tide, we'd pull her over on her beam ends with a mast halyard to lessen her draught and push her over the bank.



Privateer

On this trip across the bay I had an Olympic Finn, a left over from the 1956 Olympics. R.Q.Y.C. purchased six of these Savage built boats and leased them to members who did not have a boat to race. I was really too light to sail these boats so before a race start, I'd drag on two woollen jumpers, slacken sail, jump overboard and struggle aboard with the extra weight. I still had the original japara silk sail as I couldn't afford a synthetic one. One of my mates had a fully enclosed scow while the other two had a Gwen 12 foot in which gear could be stowed through a watertight hatch.



Sailing a Finn

Well the sail across the bay was in idyllic conditions as I can't remember doing so. I do recall landing on the beach at Horseshoe, as there was barely room to squeeze ashore between the cruisers and multitude of beached dinghies. My sister and I reckon there were 120 plus Moreton Bay timber cruisers jammed into that bay. Every man and his dog was there. It would have equalled the armada of cruisers in The Basin, Southport, at Christmas, in the 1940s and 1950s.

Well, Henry, When I was your age it was the done practice to take our cruiser, "Sea Rover", right into the beach on the top of the tide. She would be about a

chain off the shore in about 4 or 5 feet of water. We would dive off the boat into the crystal clear water, with the sandy bottom of Horseshoe Bay below. The "dare" was to dive under the boat, squeeze between the keel and sand and surface on the other side.

We had the Finn, which was pretty heavy up the beach as far as practical and the lighter boats, on their sides, further up towards the timber. We'd camp roughly to say the least. One army haversack would contain cooking utensils, tinned bully-beef, baked beans, bread and matches. Clothes and a toothbrush were stored in another. We'd have a few gallons of fresh water in cans as well.

The idyllic weather conditions continued on the Saturday and through into Sunday. I'm sure this catastrophic weather event I'm about to describe took place on the Sunday night. However, my sister and I aren't really sure. It was late in the afternoon and all the cruisers had moved further off the beach into the deeper water with the falling tide. The air was still and calm; the white sandy beach glistened in the late afternoon light and I think we all thought we were in a tropical paradise in Heaven. It was going to be a moonlit evening and the sound of voices, laughter and merriment wafted on the still air across the water from the armada of cruisers anchored off.

Now we were on the beach, more toward The Bluff and by some means we were told a horrific gale/storm was approaching from the south towards the southern bay. I can't recall how we were informed, but I can still remember my utter bewilderment and dismay as this huge fleet of cruisers, probably the largest ever assembled on the bay at one place, never made a move to get out of that shallow shelving bay. Were they in group denial? Were they ignorant of the consequences of being trapped on a lee shore? Did they not know what was about to happen?





Caroley & Dinghy

Some boats may have left; however two did that I saw. My father in our family cruiser, “Caroley” left with about half an hour of light left. I knew he’d run for the One Mile one northern side of Dunwich where there was protection if it had no west in it. The late Vic Beaver, a highly experienced and well known Moreton Bay boatman in the “NBC” left also; to shelter, so I found out later, in the Lazaret on the north side of Peel Is. I’m not certain if they had a specific warning or both sensed something was wrong; something was coming

Now here’s a laugh that probably saved our hides. I suggested we set sail for the One Mile also. We could get onto the beach there, fully protected. In reality we would never have made it. One of my mates refused point blank to this proposal. Why? Well he was making substantial headway, so he claimed, with an absolutely divine, stunning, gorgeous young lady off one of the cruisers and he wasn’t being distracted by any storm. Well, at least we were all on dry land and safe

My sister, Pam, her husband the late John Conde together with two year old son, Peter and four month old daughter, Susan were aboard their 30 foot Crowley built cruiser, “Seamist”, anchored up in the thick of the pack. Pam says they never had a clue what was about to happen. No warning whatsoever. They were in the middle of the evening meal and she was about to wake Susan for her feed.



Seamist

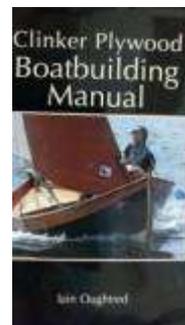
Well, it was just after last light. It came like a freight train out of the night. It came from the South East oddly of all places. This gave it at least a four mile fetch of water for the nastiest of seas to build as it funnelled into a shallowing bay. The sky just filled with lightning and from the beach we were in absolute awe as this massive line of white capped foam raced towards us. Riding out a wild storm in the Basin at Southport, or

down at Jumpinpin with the engine idling ahead in gear to take the load off the anchor would be, I could see, an absolute picnic to what was coming before my very eyes.

To be continued.

Stan Wood

LIBRARY NEWS
Alex Malcolm



Let’s give a big shout out to member Dave Micklewaite for kindly donating the following books.

- ‘Dinghy Cruising’ by Margaret Dye – The enjoyment of wandering afloat.
- ‘Wooden Boats’ – The art of loving and caring for wooden boats.
- ‘How to Trim Sails’ – A primer for sailing in all wind conditions.
- ‘The Big Book of Boat Canvas’ – Materials, projects and techniques.
- ‘Strip Plank Boat Construction’ – Paul Fisher (Selway-Fisher) with detailed notes and diagrams.
- ‘A Manual of Clinker Plywood Boat Construction’ – Paul Fisher materials, jig, hull and planking.
- ‘Stitch & Tape Boat Construction’ – Paul Fisher with detailed notes and diagrams.
- ‘How to Build Glued - Lapstrake Wooden Boats’ – A compendium of methodology.
- ‘Clinker Plywood Boatbuilding Manual’ - Iain Oughtred’s in depth step by step start to finish.

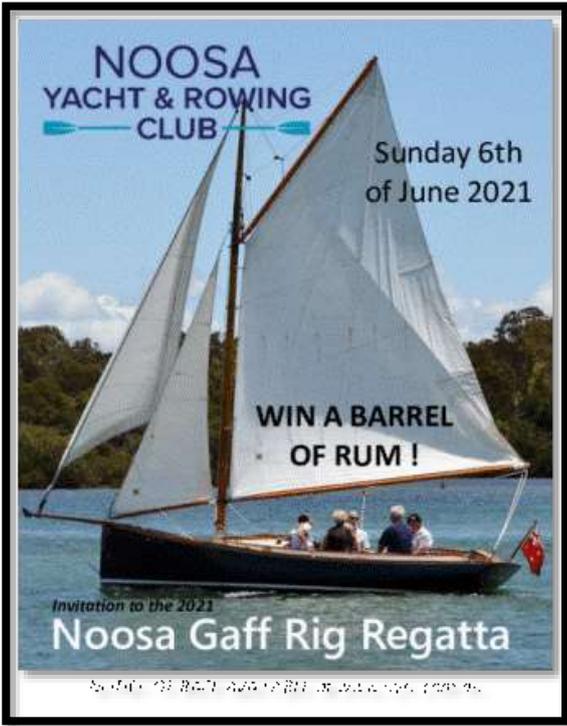
Plus ten other titles available for borrowing. If you are thinking about building a boat these books will guide you through the project, why stumble around when you could be honing your skills.

Contact Alex Malcolm 0439 064 929 if you wish to borrow any of these books for one month.



Unfortunately our extensive is in storage pending the move but hopefully we will get to "Normal" soon.

EVENT FOR YOUR DIARY?



WHAT HAPPENED AT THE LAST MEETING



It was the Annual General Meeting with the major event being the election of the committee which pretty much stayed the same except that Ian Mortleman was elected President and Jim Vice-president.



Capt Kasper QMM congratulates Ian as he takes over the role of President

JUST FOR PUN 😊

**VENISON FOR DINNER?
OH DEER!**

THINK ABOUT THIS 😊

Don't worry about old age; it doesn't last



The new Constitution was adopted without dissent, replacing the old "Rules" bringing the management of the Assn up to date.

Captain Kasper Chairman of the Qld Maritime Museum gave us a talk on the problems the Museum faces to stay viable – mostly financial. The main hurdle is that they cannot obtain a long-term lease and that inhibits investment and sponsorship. In a wonderful expression of optimism, Capt Kasper said that with more than 60 years at sea, he has never sunk a ship and that he won't sink the Museum! He gave our Association a significant financial donation from his own pocket. Thanks, Kasper.



No, It's not a police line-up – It's most of the Committee

A PESSIMIST sees a dark tunnel
 An OPTIMIST sees light at the end of the tunnel
 A REALIST sees a freight train
 The TRAIN driver sees 3 idiots standing on the tracks.

BRING & BUY AT APRIL MEETING

At The April Meeting we are having a **Bring & Buy Sale** so start going through your ~~JUNK~~ Good Stuff that you don't want and transfer it to someone else who needs it more than you in exchange for money. Leo will run his WBAQ stall so if you are independently wealthy and don't need the cash you can give stuff to him to clear and sa yourself the bother.

It's all about recycling or the transfer stuff from your shed to someone else's shed so you can get some more stuff!

TABLE TO SELL \$5 donation

Items donated to WBAQ FREE – *Leo say he does not want any junk and if it does not sell, please take it home.*

AUSTRALIAN AMATEUR BOATBUILDER MAGAZINE

IAN KIRK has an article on dingy Cruising in the next edition of the Australian Amateur Boat Builder magazine – Be sure to get your copy. In it he's included a map of Moreton Bay showing the many camp locations. It promotes wooden boating too of course.

SHOW, TELL & ASK

TELL : Bruce Legg has moulds for 16ft Canadian Canoe that would suit strip plank or clinker build for loan.

ASK: Bruce Legg seeks small motor for 18ft Putt-Putt
Bruce's Contact is 0487 547 521
bruceleggo47@gmail.com

TELL: Dave Micklewaite has donated about 40 clamps for use in our eventual workshop. Can never have too many! Thanks Dave

V- SHEET

Do you have a V-Sheet on board?

The V-sheet, in internationally recognised signal that signifies "I Need Assistance" and could help prevent your situation escalating into an emergency At around \$7 you should have on onboard- it could get you out of trouble.



CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2021

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 |
|--------|---|--|---|
| MARCH | S,M,P S,M,P | <ul style="list-style-type: none"> Mon 15 – Fri 19th Camp Week Boreen Point Sat 27th Cruise around Coomera Island | |
| APRIL | M,P M,S,P,BB | <p>BOATING BRING & BUY AT APRIL MEETING</p> <ul style="list-style-type: none"> Sat 10th Tingalpa Creek Sat 24th Manly to Green Island | |
| MAY | P,R,(M?) S,M, P,M | <ul style="list-style-type: none"> Sat 8th May Elimbah Creek Sat 15th Broadwater Cruise – north to Tiplers Wed 26th Breakfast Creek Paddle | <p>Weekend 3rd May – Maleny Wood Expo Cancelled 29th Pt Talburpin Family Sailing Day 28,29, 30th BRIBIE CLASSIC REGATTA</p> |
| JUNE | M,S M,S,BB | <ul style="list-style-type: none"> 14-18th Belinger River NSW 26th & 27th Peel Island overnight | 6 th Noosa Gaff rig Regatta |
| JULY | M,S | <ul style="list-style-type: none"> 19th -23rd Broadwater camp | |
| AUGUST | M,S | <ul style="list-style-type: none"> 13th – 20th Caloundra Week <p>MARK YOUR DIARY – BOOK SOON</p> | |
| MORE | August - Everglades Paddle Elanda Pt/ Sept - Yamba Week | | |



COMING EVENT DETAILS

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

**15th – 19th
MARCH**

BOREEN POINT CAMP 15-19 MARCH

This is a Monday to Friday get together held at Boreen Point Lake Cootharaba. Most members stay at the Boreen Point campground which caters for campers and caravans while some members share rental houses or stay in the Motel. We normally hold boating events every day when we are there as well as Social Events such as an evening meal at the local historic Pub. This is by far the Association's best attended event of the year, so why not join the fun and have a relaxing break away from home in a pristine wilderness area.



| | |
|--|---|
| <p>27th March</p> | <p>Cruise around Coomera island Our plan is to circumnavigate Coomera Island - part of the Southern Moreton bay Islands National Park. We will start our journey from the Coomera Boat Ramp at Tallawood St Coomera and proceed either clockwise or counter clockwise around the Island depending on the wind direction forecast on the day. We will travel on both the north and south arms of the Coomera river and on the Broadwater to return to the ramp. This will be a 9.00 AM start and will take 4 or so hours to complete our trip. This messabout is best suited for low powered crafts.</p> |
| <p>28th, 29th 30th MAY</p> | <p>Date for your Diary – BRIBIE CLASSIC BOAT REGATTA Also a Pt Talburpin Sailing Day – take your pick</p> |
| <p>6th June</p> | <p>NOOSA GAFF RIG REGATTA (NOT A WBAQ EVENT) The NOR, entry details etc are also available on the NYRC web site https://www.nyrc.com.au/ or Facebook https://www.facebook.com/events/137162774909965 See Flyer in this Log</p> |
| <p>MESSABOUT CO-ORDINATOR</p> | <p>Home 07 3298 5394 Mobile Darrell 0434 322 484 Mobile Penny 0412 072 418 Email drmlspiers@outlook.com</p> |

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E-mail: davidc@tudorinsurance.com.au

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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



PRICE REDUCTION Green Island Skiff Hull ready to be completed. (Trailer not included) For Sale ~~\$500~~ **NOW only \$400 as a donation to WBAQ** Length 18 feet Complete with full set of plans. Check Advert below for suitable mast. These boats sail extremely well and have a shallow draft. We saw one at Cootharaba Messabout and its speed was impressive. The hard bit is done and you could be in the water in weeks
Phone Ian Mortleman 0413 457 656



NEW! FOR SALE SNAPPER BOAT Built by member the late Roy Bates and launched 2011 "Mitsie" 5.2m David Payne Snapper Boat. Strip plank western red cedar hull, fully glassed. Queensland red cedar and silver ash interior. Yanmar 2GM two cylinder diesel. SS fuel tank, electric bilge pump. Full length canvas canopy. Running lights. Trailer with electric winch. Lowrance fish finder. Located_ Victoria Point, Qld. \$22,500
 Contact Andrew 0407-634-345



COUTA BOAT FOR SALE ON GUMTREEE – Here’s the story: A young bloke called Josh sold everything he owned to buy a Couta Boat – He found one on S.A and had it transported up and started work on it. A mighty fine job he did too. He is now selling it so he can move to Tasmania where he wants to get an apprenticeship as a boat builder <https://www.gumtree.com.au/s-ad/maroochydore/sail-boats/tim-phillips-designed-couta-boat-new-trailer-with-sails-yanmar-/1267327521> Worth having a look at the photos or buy it if you wish for \$24,990. We wish him all the best! (2)

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 for sailing. Takes up to 10HP motor but gets along quite well with 2.5HP (not included). Original trailer has been upgraded to modern standard. Will sell spars, rigging and sails as a separate package for \$1300. Contact John 0481842060 or email fjm702204@icloud.com

MOTOR – 2.5 HP 4 stroke For Sale. Replacement cost about \$1100 this one has had little use as an auxiliary only when the wind wasn't blowing. Sell for \$700 Geoff Williams 0418 786 636 g.owilliams@bigpond.com (2)

NEW! WOODEN MASTS & SPARS we have FOR SALE:

- Mast 4000 x 70 Square end one side flat for sail track
- Mast 2100 x 50 suit canoe or small boat
- Boom 2550 x 50 square
- Boom / mast 4950 x 90 x 60 elliptical with sail track cut in
- Boom 3650 x 90 x 40 tapered with sail track cut in
- Boom 2700 x 50 x 40 with sail track cut in
- Gaff 2500 x 50 with cheeks
- Spinnaker pole 2100 SS fitting one end from Flying ant

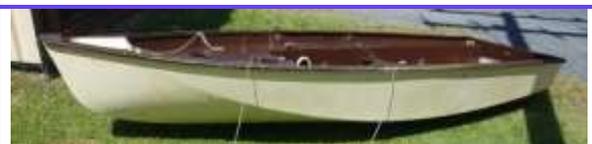
All appear to be Oregon and in good condition. Donated from old boats. Booms could be modified to make masts – sail tracks could be planed off and shortened. If you are building a boat or intend to, this could save you weeks of work. Long > 3m ones \$50 short ones \$20 –

All proceeds to WBAQ.

Located at Carseldine Ian Primrose 3263 3381 0491 120 888



GIVEAWAY SAIL BOAT A near neighbour to Ian Trail has this boat, a 125 sailing dingy as a giveaway. It looks to be sound enough but needs a good paint job. No trailer, no rig. Beachmere. Ring Chris 0431 591 699 (2)





30hp Suzuki with Boat (3)

Hartley 15ft boat built in 1960 with a hand made wooden trailer.
 The boat has a new 30hp Suzuki motor and forward controls, all registered and running. Included - 5 life jackets, Lowrance fish finder, anchor, 2 fuel tanks and bimini top The windscreen was removed for repair and the never completed. We have all the parts. This has to be done for the bimini top to fit.
 Shown in the photos - one rail missing and some cracks in the fiberglass along the top edge. Asking \$3500 Please call Julie 0404 809 079



Epoxy glued lapstrake dinghy. 12 feet 6 inches O/A with a 5 foot beam. Launched 1999 using mainly Pacific Maple for hull and fit out and Douglas Fir for the spars. Has been in covered storage since 2009 and is sitting on a near new trailer at Caloundra. Very good condition. ~~\$8,000~~ **REDUCED TO \$6,800**
Contact Rick O'Donnell 0412 293 410



NEW FOR SALE PUTT-PUTT LAUNCH (3)

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



Boatcraft Pacific (Advertisement)

The best source for all your boat building materials.

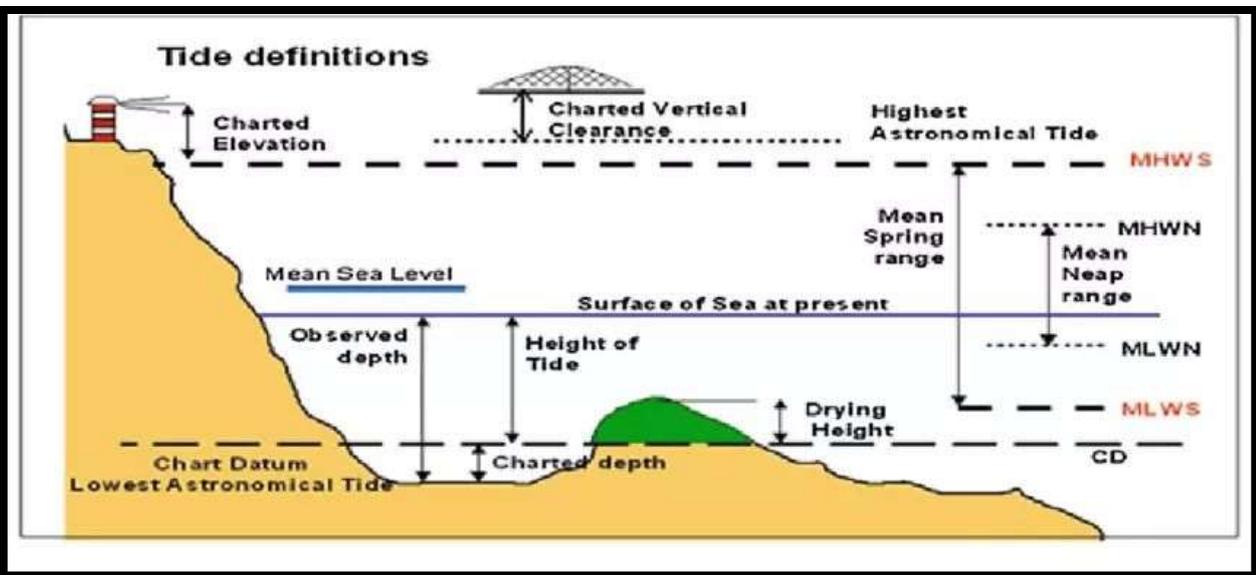
- Bote-Cote marine coating resins. 2:1 Amine blush free optimised for Australian conditions
- Epox-E-Glue A pre gelled 1:1 epoxy glue.
- Purbond Single pack waterproof adhesive ideal for strip planking and joinery.
- Aquacote Water based high build epoxy primer and water based 2 pack polyurethane top 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.
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- Davey traditional bronze ship and boat fittings. Plans. We can supply a wide range of boat plans. Come and browse our catalogues. Save money with our material packages.

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

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

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

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)





LATE NEWS

UPDATE FROM KINGAROY MEMBER, JOHN WALDUCK

John Says:

Well, one year into the build, and things are starting to come together. Bouyancy compartments are done, lockers nearly there, and working on water ballast chambers under the sole.

Fore deck is ready to be installed - waiting for a bow fitting to arrive.

**22nd BRIBIE ISLAND CLASSIC BOAT REGATTA MAY 29th & 30th**

Yes, it's on! Run by a new group The Bribie Aquatic Community Events or BASE for short.

Much the same as past years only better!

Saturday is a trip up the passage to Toorbul where a FREE lunch will be provided under COVID conditions and back to the Morina. Saturday Night – Dinner at the RSL

Sunday – a grand parade from Spinnaker Sound to Sylvan beach for “events”. Lots of prizes.

HAWAIIAN THEME so get your grass skirt out ready

Contact bribieaquaticcommunityevents@gmail.com

Website bribieislandboatingclub.org.au/classic Entries open soon

CALOUNDRA WEEK SAT 14th AUGUST IS THE MAIN EVENT

We usually start on Friday 13th August with a Gathering at the Powerboat Club until Friday 20th

Come for the weekend or stay for the week

We recommend staying at the Moorings where there is a mix of accommodation. Ring Rebecca on (07) 5492 1388

And tell her you are with the Wooden Boat Assn for a better rate. <http://mooringsbeachresort.com/>

Other accommodation is available in Caloundra such as camp grounds, units etc

We recommend that you book soon as local accommodation is quickly snapped up.