

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

APRIL 2021

"...when one of the chiefs more daring than the rest steeped behind and stabbed him betwixt the shoulders with an Iron Dagger. Another at that Instant gave him a blow with a club on the head by which he fell into the water, they immediately leaped in after and kepted Him under for a few minuits ..."

Midshipman George Gilbert writing on the death in Hawaii of Capt Cook on his third voyage 14th February 1779



THE SUN COMES OUT AND SO DO THE BOATS – COOTHARABA MESSABOUT

Story inside

Photo by Ian Primrose



Wooden Boat Assn Qld Committee

- **President** Ian Mortleman 0413 457 656
- **Vice-President** Jim Jones 0408 443 291
- **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 or 07 3390 6977
- **Merchandise** Leo Sines
- **Librarian** Alex Malcolm 0439 064 929

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.

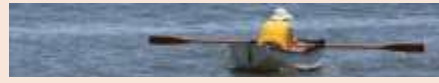
Participation in Events: Participation in events organised by the Association may involve certain risks inherently associated with the perils of the sea or weather which include the possibility of damage to, or loss of, vessels and equipment, as well as injury or death to persons. Such risks will require 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**



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Press Control [ctrl] & Click to access active links in the LOG or copy to your search engine)

FROM THE CAPTAIN'S CABIN

Ian Mortleman, President

First up a big thankyou to the 2020 committee and president Jim Jones. The past year was far from a normal year and for all of the committee to meet weekly albeit by ZOOM was outstanding.

We have managed a modernisation of the WBAQ constitution, introduced electronic banking including at point of sale. We plugged away at Argyle Street licence to occupy, gained grants for work shop equipment, UHF radios and first aid kits for mess -a - bouts and thanks to John Tennock well on the way to a new website with up to date modernisation. We have set up Facebook and Instagram pages; Why? Well it's all about getting the WBAQ brand out into the wider community. A lot of our new members first hear about WBAQ through the internet.

You can access our Facebook Page Here:

<https://www.facebook.com/WoodenBoatAssociationOfQueensland/>

Covid still haunts us and I suspect we will have to be flexible with our meetings for a while yet.

Our focus this year is continuation and growing mess a bouts, Darrell does a great job coordinating these so if you come across an interesting stretch of water that could make a great mess a bout location don't hesitate share with Darrell.

This year the Maleny wood show is off again as is the Brisbane boat show, but the good news is Bribie Classic Regatta is all go. Bookings are open so get in early, same with accommodation as I am sure it will be sought after. As we are not going to Maleny or the Brisbane Boat Show I have been negotiating with Event Managers for the Horizon Marina Boat Show in September. We have room for an info tent, a tent to build model boats for kids (Jim Jones has developed a simpler model) another spot to finish building a Joey which we started at the Brisbane Boat Show. This will

be offered up as a giveaway with online entries, great WBAQ exposure. We also may do a demo on stitch and glue methods. Along with room for wooden boat displays on shore and with two marina berths to accommodate boats on the water. We will be looking for WBAQ boats to be used within Horizon shores harbour as a further attraction which may be incorporated into a Mess A Bout. Bring your boats but if not bring yourselves the more helpers the merrier it will be. Let me know at isolabella8@yahoo.com.au if you can help 3rd Sept to 5th Sept.

At the March Social BBQ I spoke about the different options for a "Home for The WBAQ" it's not easy to satisfy our criteria and you may wonder why we persevere with Argyle street, well it does meet all our criteria of;

- A meeting room (able to hold 50 people),
- Toilets and kitchen, A separate workshop,
- an office come library,
- Central to majority of members,
- Affordable,
- A degree of self-management,
- Sufficient parking, NOT necessarily near water.

If You become across a building or a vacant block of land that may suit our needs **please** let me know. It would be nice if we had a place to ourselves that we can call the "Home of the WBAQ"

For those unfinancial members this will be the last The Log newsletter you will receive. We welcome your on-going membership and support so we invite you to pay your annual to continue getting "The Log"

Lastly, but importantly, **ED ELCOCK** has been granted **LIFE MEMBERSHIP**, recognising his contribution to the WBAQ as Secretary, Treasurer and Log Editor since 1991, joining Life Members John Morrison and Ron Prescott.

Ian Mortleman President

LAUNCHINGS



BRAVO / ZULU

Naval Flags meaning "Well Done"

None This Month



NEW MEMBERS

A hearty welcome to



Shodai Shintano, of Palm Beach – built *Hinata* 10ft clinker row/sailboat design by Atkin & Co Launched at Bribie Regatta 2019 – a 10 month build.

'*Spinner*' launching 27th March 2021 that is a 22ft carvel displacement hull 100yr old vessel, with a restoration over 10months.

Shodai heard about us from a WBAQ member.

Shodai and "Spinner" at the re-launching

Matt Burgess, of Burpengary East – He has a Chris Craft 19 (1938).

Matt heard about us via Website. Also Matt is a former member.

UNDER CONSTRUCTION

NIL NEWS

WEB-WATCH

Go boating without getting wet!

OUR FACEBOOK PAGE

<https://www.facebook.com/WoodenBoatAssociationOfQueensland/>

Links to Cootharaba Video plus a lot more
Add this to your favourites

WBAQ on the South Passage March 2021

You are not deaf - There is NO SOUND!

(We had music but had to remove it for copyright reasons)

<https://www.youtube.com/watch?app=desktop&v=iXBXlcg2KJs&t=5s>

Mitch Pearson from SurfSailKite has delivered this great gallery of images from the Vintage Yacht Regatta hosted by Queensland Cruising Yacht Club 2020

<https://www.yachtsandyachting.com/news/230845/Vintage-Yacht-Regatta-photos-by-Mitch-Pearson>

Story of a 120 old Lifeboat – ABC News

Thanks, Ian Kirk

<https://www.abc.net.au/news/2021-03-30/historic-lifeboat-discovered-in-jurien-bay-farm-rafters/13277518>

Link to Openboat Australia, a website about all the Australian Skiffs. There are some great videos including historical 18's especially.

Thought you might find it worth a look

<http://www.openboat.com.au/index.html>

Thanks, Ian Kirk

Although long, at 1hr 56 minutes, this video is most informative, especially for those with JW designs or those wanting to dinghy cruise.

https://www.youtube.com/watch?v=6M0XgjsE_sk

NEW LIFE MEMBER

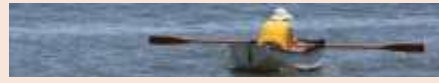
ED ELCOCK

At the April Meeting, Ed Elcock was awarded Life Membership for his contribution to the WBAQ over many years. Since joining in 1991 or '92 he has held the positions of Treasurer, Secretary, Membership Secretary and Log Editor. He has built many boats and has always played an active role in WBAQ activities.

His story appeared in the Log in 2014 and is reproduced here although since then Ed has produced several more boats.

Born in Brisbane in 1942, Ed went to Ascot State School and Industrial High School, joining the workforce as a cadet quantity surveyor in 1960. He studied at evenings at what is now QUT, working with the same firm of quantity surveyors for 27 years, becoming a part-owner. He then moved to the Quantity Surveying Section of the Architectural and Building Services Office in Queensland Rail for a further 20 years, retiring in 2007.

His interest in sailing was spawned by his grandfather with tales of the heavy 18-footers and by trips to see the start of the Brisbane to Gladstone with his father.



He has clear memories of gazing down on "*Laurabarda*" and thinking how great it would be to sail in a boat like her.

His first build was a double ply-on fame kayak (called "*Bren-gun*" – as it was good at shooting rapids!) that he built as a Scout project. In this boat he travelled the length of the Brisbane River – Kilcoy to the river mouth in those pre-dam days. Only a small section of this boat remains and it is screwed to the rafters of his workshop as a keepsake.

In 2014 Ed goes on to tell his story...

"The opportunity to go sailing did not arrive until after I started work in 1960. The principal of the firm, Herbert Mitchell, was a Flying Dutchman (FD) sailor. After I had been working for a couple of years, Herb Mitchell's regular crew was transferred and he was looking for a crew – someone who could arrange to have holidays to coincide with the sailing championships at the end of the year. So my first ever sail was as forward hand on the Flying Dutchman, "*Will-o-the-Wisp*".

There were many capsizes in that first season, due to my inexperience, some of which resulted in a broken mast.

The Flying Dutchman was at that time an Olympic class. It is an absolutely beautiful boat. About 20 feet long and 6 feet beam, with a crew of two. The helmsman trims the main and the forward hand trims the large overlapping genoa, usually from a comfortable perch suspended at the end of a trapeze wire with feet on the gunwale. The spinnaker is a team effort to hoist and ditch, with trimming by the forward hand.

"*Will-o-the-Wisp*" had some under-floor buoyancy, but she also had a large side buoyancy tank port and starboard. This was a normal configuration for FDs, including "*Big Secret*", the FD now in the collection of the Queensland Maritime Museum that was renovated by the WBAQ, (but mainly by member, Geoff Taylor). The problem was that in a capsize, the boat floated high on the large side tanks, exposing most of its bottom to the wind, and the mast sloped down into the water. This meant that if the crew couldn't get up on to the centreboard quickly (and that wasn't easy, it being so high out of the water), the boat could be blown downwind and become totally inverted.

Herb solved the buoyancy problem in his second FD, for which he retained the same name. It had no side tanks – all the buoyancy was under the floor. It worked perfectly. In a capsize (of which we were doing fewer

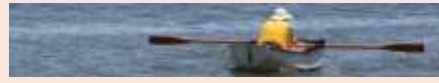
by that time) the boat sank into the water to about the centreline. The mast was lying on the surface, not sloping down into the water, and the centreboard was also at water level making it easier to get onto. Also, as the capsized hull had a better grip of the water, it was not blown downwind as much. Then, when the boat was righted, any water in the hull had drained out the open transom by the time the crew was back on board, and the boat could sail off unimpeded.



While sailing with Herb Mitchell, in addition to the regular Saturday races at RQYS, we also competed in the annual Inter-dominion Championships held at St Kilda, Pakatoa Island (NZ) and Manly (Qld). At that time, some of Australia's sailing "greats" were competing in FDs. Jim Hardy for one and also Bob Miller and Craig Whitworth were operating as a team.

After several seasons sailing with Herb Mitchell on his FD, Herb wanted his son to crew for him. I crewed on a casual basis on few other FDs, then the opportunity arose to crew on a keel boat, "*Jindalee*", a Daydream class owned and skippered by Phil Edwards. We had a crew of four, Phil, his wife, my brother, Jon and me. It was the first time I had sailed on a keel boat, and it was nice not to have to worry about capsizing. The Daydream is a 28 foot double-ended ply on frame sloop. She was sailed around the buoys on Saturday afternoons.

We crewed on "*Jindalee*" for a couple of seasons, then I heard that Maurice Tilly was looking for crew on "*Sequana*". I applied for the position, hoping to be able to sail in the Brisbane to Gladstone Yacht Race, a dream held since those early days on Shorncliffe pier with my Dad. After a test sail, I became one of the list of crew to have sailed on "*Sequana*" (a list which includes WBAQ member Tony Harland). "*Sequana*" is a 35 foot Buchanan designed sloop with traditional lines with a long keel, constructed in steel. The beauty of a steel boat is that it is strong, rigid, and doesn't leak.



After some round the buoys and weekend races in “*Sequana*” the big moment had arrived - it was time for the Brisbane to Gladstone. The race was, of course, very exciting, and I loved every minute of it – except being seasick. That occurred the first evening out. I wasn’t feeling too bright and had a technicolour yawn over the side. Maurice (a pharmaceutical chemist) provided a tablet of a type given to pregnant women for morning sickness and it worked well. In fact, in the years I sailed on “*Sequana*” I was never seasick again. But it wasn’t all due to that one tablet – I think confidence in the boat has a lot to do with it. It took a ride on a plastic boat before I was crook again.

While that first Gladstone was one of the best things I had done to date, the return journey was an equally memorable experience. We had a crew of six for the race, but after we arrived, four of them stated that they were not available for the return trip, so it was just Maurice and me. We came down the inside of Frazer Island, overnighted in Tin Can Bay, then out over the Wide Bay bar and non-stop home to Manly. While we anchored for the night where we could, there were considerable periods when Maurice was asleep below and I was “in charge”. I thought it was better than Christmas. I learnt a great deal from Maurice on that trip.

During the off-season in 1971, the boat underwent a major refit on the slip at Ray Caniff’s yard. The hull was completely stripped out including the removal of the ballast. The exterior and interior was sand- blasted and zinc-sprayed before being repainted. Then everything had to be put back together again. It was a big job, but by the end of it, the boat was like new again.

With a “new” boat, the suggestion was put to Maurice that “*Sequana*” should do the Sydney to Hobart again. The thing which helped the argument was the recent introduction of an age allowance in the handicapping system, which gave boats over ten years old encouragement to compete.

Maurice agreed. What a great adventure. I was on the boat continuously from its departure from Manly Boat Harbour, until its return six weeks later. The sail to Sydney was interesting but uneventful. We spent a week or so in Darling Harbour getting the boat ready then Maurice flew down a couple of days before the start which was nerve-racking. “*Sequana*” was small

compared to some of the others in the fleet, but we got away without collision. We got some rough weather crossing Bass Strait. “*Sequana*” lacked the fancy Brooks and Gatehouse gear with mast-top sensors and readouts in the cockpit, but other boats so equipped, ahead of us and behind us were reporting gusts to 60 knots. Fortunately, we were going with it, so that made it easier. The large seas were awe-inspiring.

We arrived in Constitution Dock early on New Year’s Eve. Ted Turner’s ***American Eagle*** was first across the line and also won on handicap. Maurice had to fly home soon after the race. We spent a few days in Hobart then left for the trip back. We had a crew of three for the return trip. We wanted to qualify for the Ocean Cruising Club which required a 1,000 mile non-stop voyage, so after an overnight in Wineglass Bay we sailed directly back to Manly in 10 days. Conditions varied from absolutely becalmed in the middle of Bass Strait (we went for a swim) to rough enough to heave-to. We came past the Gold Coast mid-afternoon, inside the shark nets, just outside the breakers, and said “Hi” to the surfers. We did the Hobart again in 1973.



Victor Day had a new plastic boat constructed named “***Give ‘Em Plenty***” and he invited me to join his crew. I accepted, but that was a mistake in hindsight, I should have stayed with Maurice on “*Sequana*.” We did a Brisbane – Gladstone without incident, but on an overnight race heading into a strong southeaster from Cape Moreton I suffered from seasickness (stage 2). I was useless. Then the rudder fell off. The rest of the crew had an eventful trip downwind back round Cape Moreton while I was a blob on the bunk.

I gave up sailing to follow other time-consuming occupations such as getting married, building a house



and having a family. When our daughter was about 6 years old, I convinced my wife that we should get a small sailing boat, so our children could have the opportunity to sail. We bought a Heron (sail number 8703) and renamed her *"Wayward Wind"*



The Heron is a g the family, unde I did various mo the quantity anc setting her up tc named "Bubble: and it is still in Over the years, iding improving uoyancy, and owned a 125 as I wanted the children to experience the thrill of a trapeze. But I was a bit early – James was only about five, and Sally never took to sailing. (James in adulthood is the part owner of a 125 which he and his mate race.)

About 1991 I discovered the **Wooden Boat Association of Queensland**, at the Brisbane Boat Show, then held at the Ekka. I joined the WBAQ shortly after, and have maintained an interest in wooden boats ever since. Over the years, I have gradually added to the collection of wooden boats.

My son James and I built an 8 foot punt to take the 3.3 hp outboard I had bought for the Heron, as part of a project badge when he was in Scouts.



I became the owner of a small dinghy that member Tony Deane was discarding. The hull was renovated (and buoyancy added) mainly by James' manual arts students, and fitted with the rig from a Mirror



I also wound up with a 16 foot skiff hull that was offered to the WBAQ at a Brisbane Boat Show a few years ago, and have fitted that out to take the same

3.3 hp outboard – and very nicely it goes, too, especially when lightly loaded.



The latest addition to the fleet is a Karl Augustin designed 15 foot power boat built by a WBAQ member in Maryborough in 1970, and fitted with a matching 50 hp outboard motor. It is a very pleasant looking design which has been expertly executed and carefully maintained to be in very sound condition. While I am wrapt in the design and construction of the hull, I am not totally sure that big motors and I am a good fit.



The thing I like about wooden boats (at least small ones) is that they can be built and modified with the minimum of tools and experience, and that there is much more to them than just wood 'n' boats. A wooden boatie will also learn about sails and rigging, a variety of building techniques, glues and finishes, small (mostly) motors, trailers, and a host of other things.



I am grateful to the membership of the WBAQ for the experiences and friendship they have provided, the messabouts; the meetings; the barbecues, and the shared interest”.

THE CASE FOR WEARING FOOTWEAR WHILST BOATING

JUST WHEN YOU THOUGHT IT WAS SAFE TO GO BACK IN THE WATER

FRESHWATER:

Member, Kim Pollock joined in the recent Wednesday Messabout at Northpine Dam. He got out of / off his Kayak at one stage and felt a sharp jab in his foot and thought nothing of it. On Thursday morning he fainted and there was evidence of infection so he went to his Doctor who gave him antibiotics.

By Friday there was no improvement so he finished up in the Royal Brisbane hospital for 3 days undergoing all sorts of investigatory procedures. (He reckons the food and attention is first-class). He was released but the foot is still swollen; he is on antibiotics and still has a hole to act as a drain.

He is not sure if what he stood on was animal, vegetable or mineral but whatever it was certainly took him down. Possibly he stood on a discarded catfish frame that has a poisonous spike.

Here is a case for wearing some sort of footwear, even in fresh water – but it can get worse on salt water – read on.

SALTWATER: FROM ABC 12th January 2018



“Two people have been stung by stonefish at popular swimming spots on Queensland's Gold and Sunshine coasts, bringing the number injured by the venomous fish in the state's south-east to four people in just over a week.

A 27-year-old man had been wading in waist-deep water outside the flags at Caloundra's Bulcock Beach

on Friday when he was stung by the potentially deadly rock-like fish.

Lifeguards treated the man, who was then taken to the Sunshine Coast University Hospital.

Meanwhile, lifeguards removed a stonefish barb from a 35-year-old woman who was stung at Tallebudgera Creek on the Gold Coast.

Two children have also been injured by the stonefish at the same section of the popular Tallebudgera swimming spot over the past eight days. Stonefish are among the most venomous of all fish species and can be found in shallow coastal waters along the Australian coastline.....”

Queensland Museum fish expert Jeff Johnson said it was not surprising for stings to occur at Tallebudgera Creek. "Around the mouths of creeks, estuaries, rivers, that's good stonefish habitat because the tide comes in and out, it brings food for the stonefish," he said. "There's lots of small fish and prawns and things moving in and out with the tide. "The stonefish sits there semi-buried at the bottom waiting for one to come along and make a feed from it."

“If you inadvertently step on a stonefish thinking it's a harmless rock, it will pop up its dorsal spines and release venom from two sacs at the base of each spine. Unsurprisingly, the more venom that is injected, the worse it is for you. Stings result in terrible pain, swelling, necrosis (tissue death) and even death.

The world's most venomous fish is a close relative to the scorpionfishes, known as the stonefish. Through its dorsal fin spines, the stonefish can inject a venom that is capable of killing an adult person in less than an hour” (usually if there is an underlying medical condition)

Although there have been no reported deaths from stonefish, the pain from the sting is described as instant and intense. One victim described the experience on an online aquarium enthusiasts' forum: "I got spiked on the finger by a stonefish in Australia ... never mind a bee sting. ...ABC 6 Nov 20

They can survive out of water for up to 24 hours

As long as their surrounding area remains moist, stonefish can survive up to 24 hours by absorbing oxygen through their skin. This is often seen during retreating tides, which leave them partially exposed; however, after this they will generally die from suffocation and dehydration

**CONCLUSION:**

There is a definite advantage in wearing some type of footwear. This could be hard-soled sandals, thongs or sea-boots. However, the amount of protection each type affords varies. A Neoprene sea-boot may not fully protect you should you step on a stonefish but may provide limited penetration and may be better than nothing. Footwear should be easily removable to enable swimming in need. Something to think about...

REPORTS**COOTHARABA EXTRA**

Story –Alex Malcolm

Alex went to Cootharaba early and went further – He tells the story:

Motor – Row – Sail on the Upper Noosa River

Prior to the Lake Cootharaba Messabout the *Mermaid* and I made a small voyage into the upper Noosa River, a total of 30 nautical miles travelled over two days.

We launched at Boreen Point ramp and as there was only a light breeze motored to Kanabi, Harrys Hut and to Camp 3. There were a couple of canoes, kayaks and a tinny on the water. As one is not allowed to use a petrol outboard further upstream I rowed 2 kilometres to Camp 5 and tied up to the bank about 500 metres further. The quietness was unbroken and no human sounds intruded. Occasionally I heard bats flying overhead and fish rising. I set up the sleeping platform, boom tent and cooked dinner on the Trangia stove. Sleep did not elude me.

The next morning as the mist was steaming off the river I enjoyed a coffee and breakfast before casting off and rowing to Camp 8. There are a few obstructions in the river at this location, I found them all, not hard to do when in the rowing zen facing backwards.

A short break was had and then I rowed back downstream to Camp 3. The morning rowing distance for the morning was 12 kilometres. Here I had a refreshing swim in the cooling tannin coloured water.

Continuing along we motored back to Kanabi and then sailed, reefed, to Boreen Point camping ground beach.

Retrieved the campervan and boat trailer and set up camp.

This first taste of the Everglades encourages me to join the Elanda Point Messabout later in the year.

COOTHARABA WEEK

15th to 19th March 2021

Story & Photos- Alex Malcolm

Lake Cootharaba Messabout Report –

Squally weather dissolved the plans of the intrepid sailors during this Messabout. More nautical miles were sailed around the camp than on the water.



The first three days were rainy and very windy at about 15 knots gusting to 17 knots. These cold and blustery conditions, as many of you know, produce quite a chop on the lake. Only a hardy few ventured out for short bursts of frenetic acrobatics aboard their boats.

On Wednesday a few of the land-locked mariners went to the Apollonian Hotel to celebrate St Patrick's day and quenched their thirst with Guinness. Downhill all the way back to camp saw sea legs compensating for the sway.



On Thursday the weather broke and blue sky began edging in amongst the clouds and the wind dropped to 7 to 10 knots, no need for reefs. Everyone was on the water and had a sail in the morning and another after lunch. That night everyone dined at the hotel. Ken and Sue organized some lucky number prizes which were liked a lot.

****The Cootharaba Cup was awarded for consistent effort in sailing and rowing.**



Friday saw boats on the water for their last sail before pulling out and heading home.

**** Alex was awarded the Cootharaba Cup for his tenacity in sailing every day in all conditions – some days quite miserable**

Roll Call

The table below lists the boats that attended the messabout.

| Type | Designer | Type | Designer |
|-------------------|-----------------|-----------------------|----------------------|
| Fulmar | Iain Oughtred | Mirror 16 | Jack Holt |
| Tirrik | Iain Oughtred | Solo Micro Bootlegger | Guillemont Kayaks |
| Abel | Selway Fisher | Melon Seed | Marc Barto |
| Tammie Norrie | Ian Oughtred | Mermaid - Work Boat | One Design |
| Phoenix III | Ross Lillistone | Carpenter | L.Francis Herreshoft |
| Perriwinkle | Ross Lillistone | Hartley 16 | Richard Hartley |
| Flint | Ross Lillistone | Navigator | John Welsford |
| First Mate | Ross Lillistone | Janette | John Welsford |
| Nugget 15 | Ross Lillistone | Lynette | Lynette Giles |
| Goat Island Skiff | Michael Storer | Whilly Boat | Ian Oughtred |
| Penny Fee | Ian Oughtred | Jeneannie | Paul Gartside |
| Twixt | Jim Michalek | | |

As you can see from the Roll Call table, this messabout was well attended. We even had members without a boat who crewed for others. I think Paul Hernes deserves a special mention for his help and guidance to members with new boats or different rigs. It was great to see folk from Coffs Harbour in the south to Gympie in the north and Kingaroy in the west. A big thankyou to all for the fine company and fun.

TINGALPA CREEK PADDLE 10th APRIL

Story Ian Primrose –
Photos Dennis Smith

After weeks of rain, Saturday showed up as one of those magic days of still conditions, blue skies and a cool temperature at the start but later reaching 32

degrees. We met at the ramp on Queens Esp at Thornside and although the carpark was full of trailers, there was little activity from other boaters. The tide was full and just starting to run out.

There were 8 starters – 2 x Chesapeake kayaks (Dennis & Ian), 1 x Mikalec canoe (Darrell), 1 x Selway Fisher Dart 14 kayak (Alex) 1 x Rowing Dory (Glen a former member) 2 x Water Rats (Rohan & Debbie Watt) and 1 x Oughtred canoe (Tom Malcolm)

We had the advantage of local knowledge of Rohan Watt who directed us down Tingalpa Creek and into Lota Creek that evolved to be a magnificent 4km run up the mangrove-lined banks. There was little sign of civilization apart from the occasional noise of trains heading to Lota Station. These narrowing creeks are great for paddling – far more interesting than slogging across open waters. One could have been anywhere – real “African Queen” stuff.

The creek eventually petered out so we turned around and rode the tide, which by now had quite a run, back downstream, stopping for smoko and a chat along the way.



It must be recorded that Rohan broke a paddle so that makes him a contender for the “Capt Thunderbolt Award”. However there was some speculation that it was a deliberate ploy so he could use his electric Watersnake motor on the way back.





This area has potential for future Messabouts with it being suggested that we start at the Canoe Club ramp and do Tingalpa Creek through to Capalaba. Stay tuned.

STATS: Distance 9.4 km Paddling time just over 2 hours



Video by Dennis Smith here: (37 minutes)
<https://www.youtube.com/watch?v=3HjvVXiYtUQ>

I 'FESS UP AND ON-GOING SAFETY

Ian Kirk

Ok, I confess, it was me that forgot our lifejackets on the Coochie safety day.

Being nominated for the Thunderbolt award is a fun but timely reminder, particularly in regard to a skippers' duty of care.

My life jacket is always in Pug whereas Rob's hangs alongside the housed boat in my 'man cave.'

I decided to launch early on the day as I knew spaces were going to be at a premium at the local ramp. So, at 6.30 am Pug was bobbing happily at anchor at Dalpura Bay, Macleay Island.

'Should I leave the TWO lifejackets visible on board for a long period' I thought. Then came the first failure of instinct.

Instead of tucking them away in the buoyancy chamber I decided to store them in the car.

The second failure of instinct was walking past the car with the picnic lunch on the way to Pug and not listening to the faint rumblings of the mind in regard to the car. The subconscious was trying to tell me 'get the lifejackets' but I was not hearing the message.

With no wind we motored on our way until Rob announced, 'I haven't got my jacket!' Ah, drats, were almost there.

If we'd been sailing the normal complete pattern would have indicated that something was missing.

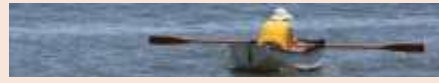
Well, to my credit (I'm claiming it!) I 'fessed up immediately to Darrell that I'd erred badly on safety day.

In writing this confession other thoughts of safety crossed my mind.

Way back in my youth around 1970 when sailing a 16' skiff at Manly for the first time we all elected to wear lifejackets. Copious capsize later the unanimous decision was 'never again.'

Being trapped under a fully inverted boat with the mast tip in the mud among 200m + of line and an escaped spinnaker was dangerous. The lifejackets made it almost impossible to dive and escape.

While I still always (well, almost always!) wear a life jacket I am keenly aware of the challenge of escaping from 'down under.' I was reminded of that difficulty



when I'd capsized Pug at Caloundra and Rob wasn't answering my calls of 'are you alright?' She was safe and eventually replied that 'I was opening my mouth but no sound was coming out!'

So, I congratulate Darrell in arranging the capsize recovery safety day because it's important to have a plan-or two. A quick recovery is vital as one's energy is soon sapped by ongoing repeated events.

This is particularly so with regard to most of our members who are senior. Cold water of course adds further urgency.

Having very much enjoyed the late Bruce Wollstein's talk on the subject of crutch straps I immediately retro-fitted one to mine. The best affordable life jacket is one's best insurance and aid to survival. I highly recommend them as they keep one's head above the water level.

I'd like to add some other safety inclusions on Pug and welcome feedback from other members on theirs.

Pug has the following - back up oars, (not paddles), two rows of reefs in the mainsail, a recently added halyard/downhaul on the mizzen allowing it to be dropped on the water, a recovery line across the forward end of the aft buoyancy tank reachable from the water to assist in boarding over the transom, a tail of this line leads to a hand held vhf radio stored within reach, photo copies of pages of the Beacon to Beacon for the waters being sailed in a waterproof folder, an anchor, chain and warp **permanently attached** to the vessel, spare warp for towing, a screw in plastic anchor, at least three water bottles, a thermos of hot water and lots of tea/coffee, lunch and a number of muesli bars as extra rations, an amount of money, a V-sheet and flares.

I also wear the full 'Laurence of Arabia' hat, a UV protection sailing shirt and gloves, all of this for the prevention of MORE sun cancers.

I don't always carry a mobile phone having lost some to water exposure in the past. I feel that the VHF is a more professional means of communication but accept that a mobile can also keep others in the loop.

I prefer to sail upwind or uptide first when one's energy is at its strongest. Running home into the tide uses far less energy than beating into it.

I have also considered adding small wings to the lower portion of the rudder as incorporated on the barn door rudders of American catboats. These can be used as a step to aid re-boarding. I do however already have the

mizzen mast step on the bottom of the transom that can serve that purpose.

I have also considered increasing the size of Pug's small rudder to deal with the weather helm experienced ONLY when the mizzen is in use and the wind becomes gusty. That may allow me to 'lump' the extra sail if only a short distance is to be travelled to safety.

I also carefully assess the forecast weather conditions and tide times before deciding if and where I'll sail to.

My simple philosophy is 'if in doubt, chicken out.'

As can be seen, considerable thought can be given prior to an event to enable potential issues to be overcome. This planning, I believe, is a first response to a skippers' duty of care to those sailing with them.

Perhaps it would be opportune for all skippers to relate what capsize recovery methods they have found successful for them.

I'm sure none of us is too old or too clever to learn from others.

Ian Kirk.

11/3/2021.

P.S, Rob didn't berate me too badly for my forgetfulness. Maybe she thought it was just 'another senior moment.'

BRIBIE CLASSIC REGATTA COMING SOON

WE HAVE MAIL...

May I take this opportunity to thank both you and the Wooden Boat Association for your generous donation of \$250.00 towards the Bribie Classic Boat Regatta on the **29th & 30th May 2021.**

As this is our first year under the BACE (Bribie Aquatic Community Events) banner, we are starting with no finances and therefore your contribution helps enormously.

Our registration goes live as from the 1st April 2021 online at bace.org.au [1] and we do hope some of your members will be able to attend our event.

All the committee will welcome you.

Paul Hagger "Mollie" Hartley 16

President BACE 0431 578 596

This year will be a Hawaiian Theme

Friday: Meet & Greet at Charlie's Restaurant Bribie Island in the evening 5.30pm



Saturday: Launch boats and travel to Toorbul / Donnybrook for a complimentary lunch. Free berthing on Saturday night at Pacific Harbour Marina. Group social and evening meal with presentations at Woorim Golf Club. Free coach transport from within the Island to Golf Club and return.

Sunday: Grand Parade in the passage for the General Public and beach display of boats, Main prize giving. Motor Boat Trial event, Sailing Event and Dinghy Events display. Farewell 1.30pm

WEBSITE : <https://bace.org.au/>

SABRE DINGHY GIVEAWAY

Ross Lillistone writes: " I have been given a Sabre racing dinghy with alloy mast and boom, on an old-but-good light steel cradle, but no sail. The boat is at least 33 years old and has been stored in the top of a barn in Toogoolawah. Rudder, daggerboard, self-bailer, stays and most blocks included. Hull is dirty but appears to be in sound and water-tight condition. Deck and some of the internal struts need to be re-glued, but most work is cosmetic. The whole lot is free to a good home"



If you are interested, Contact WBAQ SECRETARY, TREVOR GREEN secretary@woodenboat.org.au

with a brief written submission how you would care and use this boat to be received by 30th April .

Submissions will be given to the committee (except Secretary), with names removed, they will give their votes to the Secretary.



ABOUT THE SABRE CLASS OF DINGHY

The **Sabre Dinghy** is a class single-handed sailboat that is 12'4" or 3.76 m long. The boat was designed in 1974 by Rex Fettell, who also designed the [Minnow](#). As of 2017 over 2,000 sail numbers have been issued.

In the 2012 Australian National Titles, there were 130 boats on the start line, making it one of the largest national championships to be held that year of any class boat in Australia. The first national championships were held at Lake Cootharaba in Queensland in 1979.

The boat is built in either fibreglass or as a composite (timber deck and fibreglass hull) or plywood by the [stitch and glue](#) method and weighs in at minimum of 41 kg (90 lbs).

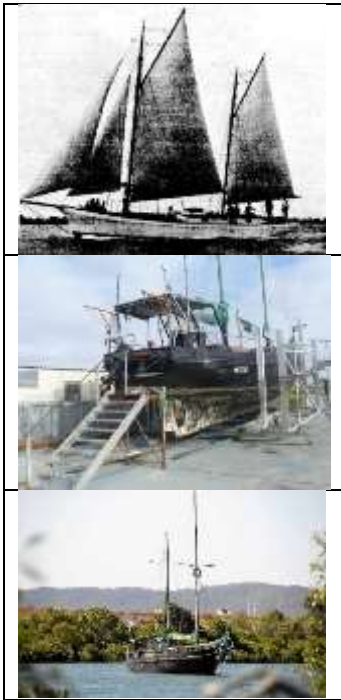
The rig is simple and easily handled but still provides exciting performance in a breeze.

Being easy to sail and suited to all sailors of varying abilities, it is popular both with learners and the less physically strong sailors who find more powerful boats like the Laser overpowering.

INFORMATION WANTED TORRES HERALD

I am searching for the schooner *Torres Herald*. I expect she is well known to many of your members so I will not provide full details here. There is a group in Cairns keen to acquire and restore her. Latest information I have is that after her sinking and salvage in Gladstone in 2014 she was sold to someone in Brisbane and is sitting in a back yard on a rural property somewhere around The Gap. Was apparently sold to a couple named Matt & Win in 2015 in Brisbane.

I am hoping some of your members may know more.



Dale Coward
0418 484 530

HORSESHOE BAY – EASTER 1961 PART 2 Story – Stan WOOD

Stan Wood continues his story from last month's Log of his adventures on Peel Island in this open letter to his grandson, Henry

Henry, when a hard blow comes across shallow water, the sea builds up quite quickly. In really deep water, a wind sea takes time to build and is usually preceded by a large swell coming ahead of it. The sea here was almost instantaneous; it came with the first burst of wind. I couldn't give a truthful answer to its strength but my mates and I, all standing together on the beach were shouting at each other to make ourselves heard over the roaring of the shore break and the howling of the wind in the timber behind us. If it did rain, it was horizontal rain. We raced to secure the light plywood boats. We got them upright and jammed up securely in the timber. The Finn was above the shore break and chocked up securely.

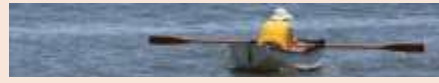
My sister, Pam reckons there were three separate storms; each one more intense than the preceding one, with distinct lulls between each. However, I only remember the first lull. We all went up and down the beach collecting flotsam. There was everything

imaginable to pull out of the surf and up the beach; swamped dinghys, oars, deck chairs, boat hooks and dozens of hatches. We were all jovial about this. We collected all this stuff into a pile; it was like a treasure hunt. For us, it was all a bit of fun and the show was over as no vessel had dragged anchor and no real damage done.

Then the real show got started much harder than ever before. It was quite light. We could see the seas breaking well off the beach; they would break again and again all the way to the beach. The blown spray came horizontally up the shore. My mate and I seemed to get separated from the other two friends. We had donned buoyancy vests which we used when sailing. They provided some support and at least we could swim with them on.

The first of the cruisers started, to come into the shore break as they dragged anchor. We swam out to multiple boats over a period of hours that never seemed to end. The short swim took every ounce of effort we had. I remember we swam into the back cockpit of one old cruiser which was slowly breaking up as she got pounded up and down on the sand. The family was hysterical. We grabbed the children, in lifejackets and jumped overboard; to get washed ashore in record time. We got them well up into the scrub for some protection. Probably half a dozen cruisers came into the shore break up our end of the beach from memory. Some were beyond salvage. I do remember distinctly, that in the wee hours of the morning my mate and I crawled up into the Finn, one on either side of the centreboard case with our heads on a haversack over the mast step. We were wet, cold, hungry and exhausted but at least out of the wind and spray.

My sister says they had no forewarning whatsoever. There was no chance to set a storm anchor or even swamp their dinghy and set it on a longer painter. They paid out all their chain on "Seamist", to obtain a better scope, started the engine, a four cylinder petrol Meadows and ran it in gear for well over three hours straight to lessen the load on the cable. The boat pitched so violently they could hardly keep their footing. Susan, my sister's four month old daughter and now a grandmother herself was placed on the



cabin floor. She never woke for her feed during the whole event.

A family friend, Wolf Woolley had the “Rio Rita” anchored almost abeam but ahead of “Seamist”. With all on the full length of available cable, cruisers yawed around on ever increasing arcs. Wolf had this new beaut dinghy with a brand spanking new Seagull on the transom, set on a too long painter. The dinghy, with the brand spanking new Seagull disappeared under “Seamist” as she pitched violently in the sea. The dinghy and , alas, the Seagull were never seen again.(OK, if you are a fellow Seagull lover, grab a tissue, wipe away that tear and read on, there’s more)

There was a cruiser, ahead of “Seamist” which started to drag beam on to the sea. My sister can’t remember whether they had built a bumpkin onto the bow of their boat or not at this time. The dragging cruiser struck “Seamist” on the bow and as the bow pitched violently, it was driven clean through the sheer planking of this boat. Next, the whole deck of this boat got torn off the hull, like ripping the lid off a can of bully-beef. The vessel somehow slithered down the side of “Seamist” and headed shoreward to get wrecked. By some miracle, her anchor did not foul that of “Seamist”. If it had, and that is usually what happens in this situation, surely both boats would have ended up on the beach. My sister said she spent hours fending off their own dinghy which threatened to leap into the back cockpit with her.

Now the next morning it was still South East and blowing quite strong. It was chaotic pandemonium on the beach. Some boats were refloated and people off swamped or wrecked cruisers were ferried out to other boats to be taken home. Others were searching to locate stuff blown ashore. A lot of this equipment just got left behind.

The two light plywood sailboats were placed athwartships on the foredecks of either one or two cruisers. I can’t honestly remember doing this or how we did it. We must have towed them out off the shore to anchored cruisers and bodily lifted them out of the water onto the deck. I can still see in my mind the red painted hull of my mate’s scow sailboat across the foredeck of this large cruiser obviously owned and

skipped by the father of his newly-acquired, absolutely divine, stunning, gorgeous girlfriend.

I was offered a tow home by the skipper and I declined. In retrospect, I probably did so as I’d been brought up to understand when you get into strife on the water, you get out of it on your own. Secondly, we had towed this specific Finn across the bay from Christmas holidays at Southport. It had parted a heavy towrope in a big South East sea west of Peel Is., because it surfed out of sync with our cruiser, “Caroley”. Reboarding it with a new line and makeshift drogue was a real challenge, let alone reboarding the cruiser. Thirdly, it is quite possible I was plain pig-headed.

I had Plan A. Tack upwind for a few boards; then abroad reach to clear the South West Rocks. I’d tack downwind if necessary to get a three quarter run across the bay; the ride of a lifetime in those conditions! Well, little could I foresee what was in store for me in Plan A!



Photo of “RIO RITA”
To be concluded Next Month.
Stan Wood

THINK ABOUT THIS 😊

Kids today don't know how easy they have it. When I was young, I had to walk 10 feet through shag carpet to change the TV channel.



EVENT FOR YOUR DIARY?



MEETING GUEST SPEAKER PROGRAM 2021

| | |
|-----------|---|
| MAY | On water safety & Regulation Queensland requirements for small vessels, Trent Williams, Maritime Safety Queensland. PLUS BRING & BUY STALLS |
| JUNE | Roping, splicing & line-work, Graham Emmett, Emmett's Ropes |
| JULY | Synergies between Blue Peter & WBAQ, Jono, Blue Peter. |
| AUGUST | Northern Moreton Bay, a recent history, Brian "Hutchi" Hutchinson, Author, |
| SEPTEMBER | Sail-making & sail-rig matching to small vessels, Andrew Turner, Ullman Sails |
| OCTOBER | BIA, War on Wrecks & Gold Coast Waterways, Andrew Fielding, BIA. |
| NOVEMBER | A Brisbane Boatbuilder's & Enthusiast's history, David Payne, WBAQ member |
| DECEMBER | Year's end celebration, no Guest Speaker |

Subject to change

NEWS



Ian Mortleman's ute loaded up with all the tools from Hare & Forbes purchased with the Community Benefit's Fund Grant. – Still looking for a home.

BRUCE McCONKEY ADVISES:

I've just received some sad news that some of our members will want to know, that **William 'Bill' Olds** died recently on April 8th at the great age of 96.

Bill and his younger brother Peter were the second generation of the venerable Maryborough firm of **William Olds and Sons Engineering**, makers of the famous engines beloved of quite a number of us, along with many other original engineering products. Their single cylinder 5 HP four stroke marine engines are still unique and power a number of our boats. Happily Peter is still active in the firm which is now run by his son Robert.

Our Association sends our communal sympathy to all the Olds family at this time of their loss.

Don't Miss this one! Maleny Wood Expo Cancelled – so here is an alternative event

10FT SAILING SKIFFS 1st -3rd MAY
2021 Historical 10 Foot Skiff Australian Championship

The Brisbane 18 Footers are proud to be conducting the 2021 Australian Historical 10ft Skiff Championships "Bob Lundie Trophy" from 1st to 3rd May, 2021.

Racing is conducted in the Australian Historical Sailing Skiff Association 10ft Skiff class, with these gaff/gunter rigged wooden boats aiming to retain a



sense of how sailing once was in the 1940s and 1950s.

The championship will be decided over 4 races, one race Saturday, two races Sunday and final race Monday. Races will be held on the Hawthorne, Bulimba and Hamilton Reaches of the Brisbane River, from the Brisbane Sailing Squadron at Vic Lucas Park, Bulimba Point.

If you wish to view from on the water, you can launch at the Boat Ramp at Colmslie Recreation Reserve, Col Gardner Drive, Morningside, the Pinkenba Boat Ramp 48 Kirra St, Pinkenba or Breakfast Creek Boat Ramp, 94 Sandgate Rd, Albion.

<https://brisbane18footers.com/2021-historical-10ft-skiff-australian-championship-regatta/>

YOU CAN JOIN A TRIP TO TIN CAN BAY

Just a note to let you know that Sue and I and Alex and Helen are going to Tin Can Bay on Monday the 26th April.

We are staying the 26th, 27th and 28th and travelling home on Thursday the 29th.

I am taking First Hope and Alex is taking *Mermaid*. We hope to get some boating done on the Tuesday and Wednesday..

We are staying at the Tin Can Bay Tourist Park, 54-74 Trevally Street.

If any other people are interested in coming up to join us they would be most welcome.

Tom Malcolm 0468 440 651

Alex Malcolm 0439 064 929

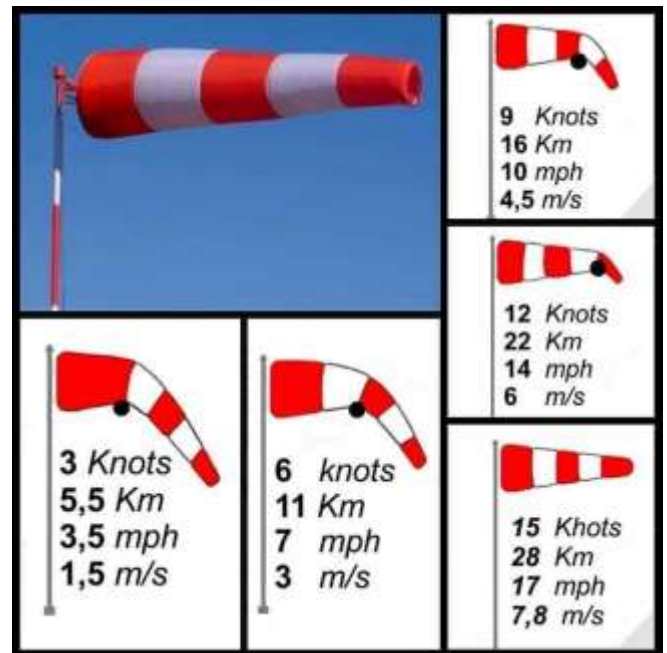
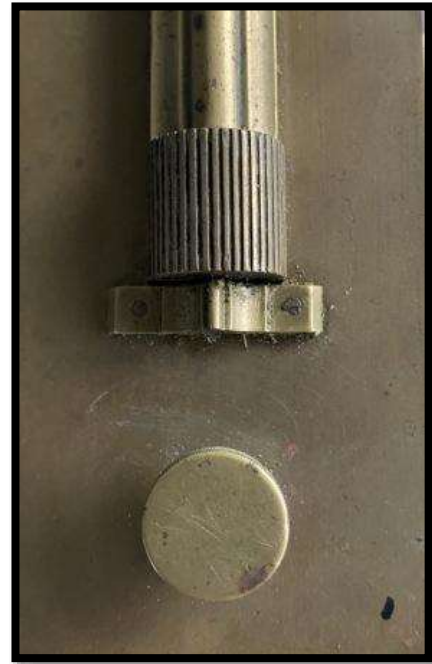
WHAT IS IT?

Big Rick asks – What is it? (Hint Photo is only part of the object) Send your answer to Editor

imprimrose@powerup.com.au

No prizes – just the glory of being a smart xx!

Answer next Month.



READING A WINDSOCK



MAY MEETING – BRING & BUY STANDS

Next Month MAY we are holding a **BOATING BRING & BUY** -Time to clean out the shed or the boat.

There will be tables for selling stuff and for **free** stuff; that is chattels too good to throw away but might be just what someone else needs. "One person's trash is another's gold"

You can sell boat bits as well. Put a price tag on or write the price on the item along with your name, so the buyer knows who to pay.

If you sell goods \$50 or more a \$5 donation to the WBAQ would be appreciated. For those sales under \$50 a small diameter gold coin would also be welcome **BUT** you must take what is not sold or given away home again. You can also donate your goods to WBAQ to sell.

WBAQ will have a supply of rope available at very reasonable cost along with a hot cutter to cut to your required lengths. Measure up before you come to get the right length.

We would like everything on display by 4.30pm if possible, to give time to fossick before the BBQ starts.

Leo Merchandise Officer

JUST FOR PUN 😊

Velcro - what a rip off!

OOPS! Tripped & Fell... When the height exceeds the beam – disaster in a strong wind. Photo by Darrell Spiers taken at the Gold Coast this month



WHAT HAPPENED AT THE LAST MEETING

ED ELCOCK was awarded WBAQ Life Membership in recognition of his service to the Association.



President Ian Mortleman presents Ed with a certificate marking the occasion

PROFESSIONAL BOAT BUILDER- Bruce Legg supported by (an almost professional) boat-builder, Tony Harland gave us a talk on the use of carbon fibre for making small fittings. Too complex to discuss here but we are hoping to get a video of the discussion onto our Youtube channel shortly.



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 |
|-----------|---|--|--|
| APRIL | M,S,P,BB | <ul style="list-style-type: none"> Sat 24th Manly to Green Island (host Trevor Green) | |
| MAY | P,R,(M?) S,M, P,M | <ul style="list-style-type: none"> Sat 8th May Elimbah Creek Changed to Tingalpa Creek – See below Sat 15th Broadwater Cruise – north to Tipplers Wed 26th Breakfast Creek Paddle | 1st – 3rd MAY 10ft Sailing Skiff See note in this Log page 16 29th Pt Talburpin Family Sailing Day 28,29, 30th BRIBIE CLASSIC REGATTA |
| JUNE | M,S M,S,BB | <ul style="list-style-type: none"> 14-18th Belinger River NSW 26th & 27th Peel Island overnight | 6th 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 MARK YOUR DIARY – BOOK SOON | |
| SEPTEMBER | | <ul style="list-style-type: none"> | |
| MORE | August - Everglades Paddle Elanda Pt/ Sept - Yamba Week | | |



COMING EVENT DETAILS

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

| | |
|--------------------------|--|
| Sat 8 th May | I have been advised, by Stan Wood our local member up this way that the tides on this day are not suitable for a Messabout in this very shallow creek, so we will pick another date later in the year for this event. I propose that we have a Tingalpa Creek paddle instead on this date. This time traveling up Tingalpa creek and launching from the local canoe club site. |
| Sat 15 th May | BROADWATER CRUISE Sat 15 May A cruise north from Labrador to Tipplers Passage and return and return. more details on launching location to follow |
| Sat 24 th May | Manly to Green Island Host – Trevor Green <ul style="list-style-type: none"> Launch at ramp near RQYS. Also the ramp at Thorneside in Tingalpa Ck Leave at 0900hrs |



| | |
|--|---|
| | <ul style="list-style-type: none"> Sail/motor around Green Is leaving Green to port and gather on the beach NW tip of Green Is. After lunch either return to Manly/Thorneside or Proceed to Horseshoe Bay for overnight (weather permitting) Some members who live in the Redlands may want to go to Horseshoe Bay only. NB it is a long weekend so Horseshoe Bay may be a bit crowded. Sunday, leave for home whenever you like If you are planning to take part could you advise Trevor Green on secretary@woodenboat.com.au or Mob no 0404696679 |
| Wed 26 th May | BREAKFAST CREEK PADDLE Launch from the ramp on Sandgate Rd – More detail next Log |
| 28 th , 29 th 30 th MAY | Date for your Diary – BRIBIE CLASSIC BOAT REGATTA Also a Pt Talburpin Sailing Day – take your pick |
| 6 th June | 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 |
| MESSABOUT CO-ORDINATOR | Home 07 3298 5394 Mobile Darrell 0434 322 484 Mobile Penny 0412 072 418 Email drmlspiers@outlook.com |

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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 ejines@bigpond.com

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

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



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 (2)



CLEARANCE OF SURPLUS BOATING STUFF

1 - Giveaway Sail Rig

Sails, mast and boom from Puffin Pacer - fair condition. Mast has been shortened (about 300mm) to fit 125 dinghy. Original sails manufactured by Jack Holt, Putney UK.

SEE GIVEAWAY 125 AT BEACHMERE BELOW

2- Plans and instruction book for Ross Lillistone designed 'First Mate' - never used so one boat may be legally built. Cost \$ 175 sell for \$80.

3 – Seagull 102 outboard manufactured Approx 1955-56. Not currently running – no spark.

Direct drive- no neutral. Comes with solid state ignition kit (not fitted) Asking \$120 ONO.

Enquiries to: Steven Ainscough Ipswich - Ph. 0403316002 OR EMAIL TO ainscough.steven@gmail.com

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! (3)

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

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 (3)





FOR SALE PUTT-PUTT LAUNCH (3)

4.2M Plywood Boat Blaxland Chapman Master Pup 3.5HP Motor.
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\$4250 ONO Phone Tom Malcolm, Bribie Island 0468440651



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Shodai and "Spinner" at the re-launching – Photos Darrel Spiers