

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

THE LOG

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P O Box 210
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MAY 2021

"When on return of the boats informing us of the Captains Death, a general silence ensued throughout the ship for the space of nearly half an hour; appearing to us somewhat like a Dream"

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



**Day after day, day after day,
We struck, nor breath nor
motion
As idle as a painted ship
Upon a painted ocean.**

*Rime of the Ancient Mariner Part II
Samuel Taylor Coleridge*

Glassy conditions on the Bay for the Green Island Messabout

Photo - CREST & TRADEWINDS - Story inside

Photo by Leo



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- **Merchandise** Leo Sines
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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**



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FROM THE CAPTAIN'S CABIN

Ian Mortleman, President

"The Dripping water wears away the stone"

Thanks to Jim's constant dedication and persistence, poking, prodding and in the end calling a meeting with BCC Councillor's, BCC Architect and all the tenants looking to occupy Argyle Street, we have a decision... The building allocations have been set out and most importantly the **meeting room is now a common area** open for use by all tenants. There is still work to be done, "licence to occupy" to be signed, agreement on how to manage the common areas etc, but the biggest hurdle is over.

We can see the light at the end of the tunnel and a "Home for the WBAQ"

Wasn't April's Social BBQ great with two wonderful speakers, both members of the WBAQ sharing their experiences with Carbon fibre. Inspiring, at the least I am now keen to try it. Mind you, I will have to watch the video to get the basics right. You can find this video on WBAQ U-tube though our web page. Many thanks to Ian Primrose our Log Editor for filming and editing the talks.

We have had our revised Constitution approved by the Dept of Fair trading so we are now moving to full electronic banking. We can now pay bills by both cheques and by electronic transfer.

It's time to dust off those Hawaiian shirts break out the board shorts, dig out the Leis, find some Hibiscus flowers as we are off to the Bribie Regatta this month. It's a Hawaiian theme regatta, registrations going well so if you haven't registered it's now time.

There has been some good Messabouts recently and attendance is growing. Down Lota creek which was meant to be Tingalpa creek and out to Green Island and

Horseshoe bay peel island. If you have a favourite spot and would like to share with all, then lets us know as Darrel is starting to plan for the back end of this year.

I came across an article on Immersion in water i.e., What happens if you fell overboard, and couldn't get back onboard?

What happens?

1. You're in the water cold shock sets in which lasts for about 3 min and here is where a life jacket can be critical keeping your head up especially in rough conditions.
2. If you're still immersed after 30 min circumstance plummet with gradual loss of co-ordination and this is where it is critical your rescue plan is arranged.
3. Because you're now entering a danger zone with the risk of Hypothermia, drowsiness and eventual loss of consciousness. Heat from your body is lost 20 times faster in water than in air. So, it becomes much harder to stay warm for lengthy periods.

There are factors working for and against you.

Age: kids and the elderly loose heat faster.

Body fat: Insulates decreasing speed of cooling

Clothing: more on the better for warmth.

Water temp: colder it is to faster you cool.

Summer in Qld a bonus.

Health: harder to stay warm if your system is compromised by ill health.

Immersion in water- remember going into winter is our best boating times, wear your life jacket, stay warm and keep the wet stuff on the outside of your vessel and let someone know where you're going. Join in a Messabout and cruise in company.

Stay Safe.

Ian Mortleman, President



LAUNCHINGS



BRAVO / ZULU Naval Flags meaning "Well Done"
None This Month

UNDER CONSTRUCTION



Barrie Baker –After a pause due to injury, Barrie is back at it and making good progress on his modified Jim Ingliss design.



NEW MEMBERS
A hearty welcome to

Tim Butters, of Scarness – (Hervey Bay Area) Built a Chesapeake Light Craft. Passagemaker Designer John Harris - Norwegian style pram. Length 11ft7in. Lug rig. Built from plans 2020 Build took 6mths (1st build).



David Paxton, of Coochiemudlo Island—has a Phil Bolger Old Shoe Design 'Bob'.
David heard about us from an Ex -Member

REPORTS

GREEN ISLAND MESSABOUT
24th & 25th APRIL
Story –Trevor Green

From the Log of the *Nimmatabel*

Saturday - Forecast SE 10kts to 15Kts then ESE 10kts after Midday.

Off berth 0912hrs.

Motored out channel with little wind I set off for Green Is. and spotted a boat looking like Darrell Spiers Snapper boat. Altered course and spoke with Darrell and Dave Micklethwaite.

Back on course, I continued to Green Is and anchored in what I thought was enough water on a falling tide.

Darrell and Dave arrived and rafted up on port side of *Nimmitabel*. They came aboard and we chatted for a bit and then had a phone call from Ian Mortleman and he told us they (Eric L as crew) were fishing on South-east of Green Is. and would see us soon.

Meanwhile Leo Sines appeared in his BlissCraft and tied up to stern and joined us for morning tea. He was most welcome as he had raisin scones.



**Leo in his classic Roy Bliss runabout
– Photo Ian Mortleman**

Tradewinds arrived soon after with Ian, Eric Levett and David Payne.

Ian, Darrell and Leo then set off to go around Green Island, leaving it to port as per the instructions.

I got busy and put my dinghy in the water and rowed towards the shore but I didn't go ashore as the tide was very low and there was too much coral near the beach. I spotted a group of small boats anchored and rowed over to them.

There was one nice bright red cutter and I spoke to the owner who confirmed that he was Nigel and he invited me to come aboard. I moved very carefully as the paint job was very good and shiny.

Nigel said the design was a Scruffy Secret with a gaff main. A keel boat she drew 700mm. He took 17 years to build and she looked very nice.



**Some of the participants
Photo Darrell Spiers**

Back on board with the dinghy stowed I fired up the engine and got the anchor up. That done, I called for slow ahead but no movement. We were just aground so I called for more revs and waited. As the tide was coming in it wasn't long before I was off and setting course for Horseshoe Bay.

I arrived in Horseshoe Bay, Peel Island along with *Tradewinds* after an uneventful run and we were anchored and finished with the engine by 1600.

Later on I got the dinghy in the water and rowed over to *Tradewinds* where I had been invited for dinner. Eric was on cooking duties and he did a fine job.

Also on board were John and Shodai Shintani (Sho) who is a new WBAQ member. Sho is an apprentice with Doug Fielding at Centenary Marine. Sho had a small bay cruiser anchored nearby.

Sunday

Forecast S – SW in morning E to NE in afternoon.

I was up to see the sunrise and I thought, it being Anzac Day, a rum in solidarity with the Diggers would be in order- but I refrained in this instance.

Anchor up 1000hrs, got the Main up and headed around the eastern end of Peel, motoring up to Hanlon light.

After that there was a bit of wind so I unrolled the Genoa, shut down the engine and proceeded slowly under sail towards the Lockyer Light. Progress was slow and steady.

After a while, I rolled up the Genoa and got the main down and motored. I decided not to go to Green Is again so I shut down the engine and went below to have some lunch.

As I was eating, a voice called "**Is anybody there?**" I got up on deck and waved, the caller said he was a bit concerned when he couldn't see anyone on deck and the anchor not down so I thanked him and said all was well. I was back on my berth at 1420hrs.

Next time we plan to go to Green Is we should pick a midday tide.





IAN KIRK & ALEX MALCOLM CRUISE TO SOUTHPORT

Story - Ian & Alex

Ian Kirk starts the story with:

Pug's Cruise to Southport.

When building Pug, my 11' Piccup Pram, I had planned on using her for both tent camping and sleep aboard cruising as well as day sailing. Sleeping aboard is possible because of the 6'6" clear space that is available due to the inclusion of a leeboard rather than a centreboard.

So, as had become the norm, on Wednesday we set off at first light for Bums Bay (Marine Stadium.) in insufficient wind for a sail.

I was also keen to replicate the Christmas holiday activity of sailors of old, of sailing south to The Basin at Southport with a northerly breeze. There they camped in heavy old canvas tents, fished and surfed while awaiting the arrival of a southerly breeze to carry them back home to the Brisbane region. Engines were a rarity in those heavily built open boats.

It is possible that my father took part in this annual event as a small, black and white family photo shows a crewman with distinct Kirk features. Also, the late Norm Weller, boat builder of Redland Bay had once attempted to reminisce with me about 'our trips' to the Basin before the war.

'Norm, I was born in 1945, maybe it was my Dad Ernie who you're thinking of.' And so, the possibility of replicating what my father had possibly done added to my need for the trip.

On **Sunday 18th. April 2021**, the fully loaded ***Pug*** departed from Dalpura Bay, Macleay Island for what was to be a seven- day cruise. For four of

those days, WBAQ member and sailing buddy Alex Malcolm in the ***Mermaid*** were to join us.

In a light south wester, I sailed on one tack down the western side of Macleay and half the length of Russell Island. There the wind died needing me to motor to Jacobs Well, the anchorage for the night. A comfortable first night's sleep aboard was enhanced by excellent fish and chips from the local takeaway.

With a strongish southerly forecast for the Monday, the decision was confirmed to motor with the tide through the gutter around the entrance to Calypso Bay to Diamond Head on the Pimpama River. After smoko a lumpy motor sail out to The Broadwater and pleasant broad reach to Tipplers was enjoyed.

After another comfortable night at Hardgreaves, Pug was found beating out of Tipplers Passage on Tuesday enroute to Browns Bay, a favourite anchorage. Here the first impact of the wake of large motor cruisers was felt with an unprofessional skipper helming his craft scarily close across our bow. (if we had one!)

With insufficient breeze to push the tide in the Broadwater, Pug was motored down a gutter on the South Stradbroke shoreline, thus avoiding any further wake issues. Soon she was safely anchored off the small beach and the skipper was off enjoying the walk to the ocean beach.

After another peaceful night and much consideration of the risk to a fully laden Pug from the unprofessional actions of the skippers of these large, surf creating monsters, it was decided that one's goals shouldn't be denied by the actions of a few. And thus, the little 2 hp Yamaha pushed us past Wavebreak Island and the entrance to The Seaway where dolphins made us welcome.

We were soon anchored at the extreme northern end of the anchorage and off to the kiosk for coffee and breakfast, celebrating our arrival. A quick body surf and a shower followed.



Next came the realization that we still hadn't quite re-enacted the trip south being a mile or two north of The Basin. Ok, Pug, I thought, the Christians were sent into the arena to face the lions so we can handle a sail right into powerboat central. And we need to top up with fuel.



PUG in Bums Bay

And so, the game little Pug ran down to the Southport Yacht Club's fuel dock in a light northerly (yahoo, it actually happened for a short while!) towing a crab pot for a short time.

There this dinosaur sailor did the unexpected by sailing right onto and off the pontoon. And spent a whole \$6 on fuel!

From there it was a beat back to the anchorage through sundry motor cruisers, dinghies, tinnies, parasail towing runabouts and copious jet skis. I just dodged, weaved and laughed through it all because I had made my destination and dealt with 'modern boating'.

First light on Thursday found Pug motor sailing past Wavebreak Island, accompanied again by dolphins and bound for Tipplers and a hopeful meet up with Alex. After refuelling at the Currigee basin Pug headed north through the channel at the Aldershots, dealing comfortably with the wake of a minimal number of craft due to the early start.

Mermaid & PUG

The light breeze filled in sufficiently to have us beating down Tipplers Passage towards the Mermaid and Alex who was heading our way after spending the previous night at The Bedroom. We continued on to Dux's anchorage for smoko and then beat into The Bedroom, our anchorage for the night. A big day this, Pug having covered 13.38 nm. To add to the day's exercise, a walk to the ocean beach was enjoyed. Later in the day a further walk towards the Northern Bedroom was undertaken to study the gutters for a way out the following day.

Having long wished to enter Swan Bay and look for Freshwater Creek Alex and I decided that the next day was to be a rather adventurous one.

So, on Friday morning with a flood tide keeping us somewhat safe, we motored from the Bedroom, out through the gutter to the Northern Bedroom (adjacent to the lagoon.) where we refuelled. Then our capable little craft and their cautious skippers motored across in front of Jumpinpin Bar to Swan Bay. After smoko, the bay was explored, the entrance to Freshwater Creek found and a good section of the creek explored. Some of this was under motor while the rest was under oars enabling us to feel immersed in the beauty, ambience and solitude of the creek.

After refueling yet again we continued up passage with the last of the flood exploring Duck or Never Never Creek before re-entering the passage. Incidentally, this creek used to enter Swan Bay but erosion has taken the corner off the Kalinga Bank meaning it now enters and exits into the passage. On exiting the creek, sail was set for the beat up to



the Slipping Sands. Unfortunately, this faded away requiring motor sailing to the anchorage against the now ebb tide. There a swim and lunch were enjoyed.

Roughly forty minutes later than forecast, the south east change arrived. This provided a spirited run up to the Lions Boulevard campground on southern Russell Island. Advantage was taken of the cold, outdoor shower there before Pug and the Mermaid continued on to Canaipa, the chosen anchorage for the night. What an interesting sail that was; from hard on a wind to reaching and running by the lee in strong gusts. Involuntary gybes were on the cards for the duration.

Soon the two boats were drawn up on the beach after a big day's run of 17.29 nm.



It was not to be a pleasant last night however with wind against the now quite strong southerly the boats yawed and rolled for hours. Added to that were mozzies in the lulls and inconsiderate folk in a motor cruiser partying from 10pm to after 1 am.

The first light of Saturday found the somewhat disgruntled skipper of Pug wanting to be away from the neighbours (not Alex.) and packing for the days sail.

Having discussed the day with Alex, I took the opportunity of catching the last of the ebb and an extremely light south wester to head for home.

Alex had decided to head home to Redland Bay via Karragarra Island.

Little did I realize what a wonderful sail it was to be even if under grey skies. The breeze increased sufficiently to have us sailing at around 4 knots with turtles popping up all around us while raptors flew overhead.

Soon Pug was at Potts Point, the northern tip of Macleay Island, our home port.

The climax of the cruise was a glorious beat south with the now flooding tide to the beach of Dalpura Bay from where we'd departed.

What a grand cruise of over 72 nm it had been. Sure, I hadn't experienced the sailing conditions of those old salts in days long past, but it was Autumn with lighter, variable and safer conditions for small boats. The trip had unavoidably clashed with school holidays. I had done more motoring than planned but that made it possible.

I'd had a few rough moments, mainly due to the lack of consideration by others but had enjoyed fantastic times and the splendid company of Alex and The Mermaid. And as is often said 'the good things in life are free.'

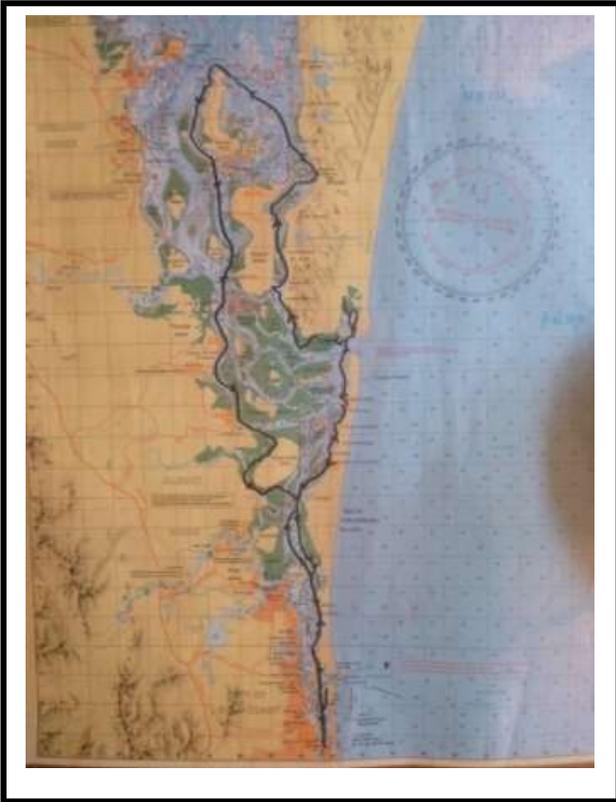
But what a location for a cruise such as this; delightful scenery, good anchorages, shore food outlets and amenities for variety, interspersed with the natural and undeveloped environment.

Pug and the Mermaid have confirmed the possibility of small boat cruising in these busy waterways if consideration is given to timing one's movements to minimize the impact of the traffic of large boats.

Ian Kirk



Pug's Route



Alex adds:

After Ian's speedy getaway Alex finished packing up Mermaid. As there was little wind we rowed across to Canaipa Point, managing to become inert in the sea grass which held the **Mermaid** in its tentacles. After barging off with an oar I continued to row up Browns Channel. This shortcut is no longer marked with navigation markers so using the favoured method of progressing through sandbanks and mud flats, a zig zag strategy was employed, bouncing off one shallow to another.

This is a very shallow stretch of water and is passable around the high tide – but not two hours past the high.

Once clear of the channel, the sails ballooned a bit with an Easterly breeze and the Mermaid headed toward Karragarra Island for morning coffee. The prawns were swirling and there were many tinnies chasing the bounty. As it looked as though the wind would take the boats straight through their huddle (which they might not have been pleased about) the outboard was used.

Coffee and homemade fruitcake were enjoyed on the small beach east of the ferry terminal. Wind speed increased to around 7 knots so the journey home continued up Garden Island Passage (where the wind died to a zephyr) and through the channel which divides Garden Island. Drifting with the tide might be a better way to describe this section. Once back into Moreton Bay a heading was set for the Slipway ramp at Redland Bay. This day we sailed 6.5 nautical miles in 4 hours.

Thus concluded another successful voyage through the Southern Moreton Bay Islands.

Alex Malcolm

NEWS

ARGYLE ST, ON BREAKFAST CREEK - UPDATE

Jim Jones

On Friday 30th April, a meeting was held on site at Argyle Street between the Chair of the Community, Arts and Night time Economy Committee, Councillor Vicki Howard, Councillor David McLachlan, Hamilton Ward, the Association and the three other proposed Tenants to discuss, amongst other things, the reverting of the Meeting Room from sole occupancy to a Common Area.

I had called for this meeting in February after the Council had allocated the meeting Room as part of the



Breakfast Creek Boat Club area and the reluctance of the BCBC to allow the use of the Room except for one meeting a month. This meant that we could not walk through the Meeting Room to use the kitchen and toilets at other times. There was a requirement for the BCBC to allow the three other tenants use of the Meeting room on agreed terms.

In a submission to the BCC in October 2020 following the release of the Draft Licence, the Association along with the Brisbane Paddlers and the Te Waka Dragon Boat Club asked for;

1. Relocation of a fire exit in the Meeting Room;
2. A change to the fence-line so that the fire exit from the Association's workshop would lead directly onto Argyle St;
3. The allocation of the Reception Room as an office for the Te Waka Dragon Boat Club; and
4. The reversal of the most recent decision for the Meeting Room from a sole occupancy area to a common area as it had been in all previous discussions
5. That the BCBC be allocated an outside area at the end of Argyle St, between the building and Breakfast Creek, for sole use by the BCBC. This would enable the BCBC to have direct access to the Creek from their Club Room.

There was slow progress on these suggestions. However, just about all these inclusions in our submission have now been accepted by the Council. Most importantly, this now includes the re-allocation of the Meeting Room into the common area.

We are now expecting a new Licence from the BCC within a couple of weeks. The Association will also be holding talks with the Council on what changes we would like to be carried out in our allocated areas. One item we will be asking for is the installation of security bars on the windows in the workshop area.

It has been a long journey since I first spoke with a local boat builder in May 2017 at the Bribie Classic about any buildings that he knew that might be suitable as a "home" for the Association.

As a result, we will have a fully equipped workshop and an extensive library for our exclusive use and a

shared meeting room, kitchen and toilet area.

It will be up to the Members to put this facility to good use. The workshop would allow the building of a 6.8m long x 2.4m wide boat. But, several canoes or kayaks or a couple smaller dinghies could be built at the same time. Over the last twelve months since I have joined the Wynnum, Manly and District Mens Shed, I have seen how a well-equipped workshop and meeting room can be utilised by members. On the days that the Shed is open, there is always someone there.

THE "MALCOLMS" GO TO TINCAN BAY

Alex Malcolm

Tin Can Bay Trip – 26th to the 29th April 2021

Tom and Sue Malcolm, and Alex and Helen Malcolm arrived in Tin Can Bay on the Monday afternoon, and after scouting around for anywhere to leave the First Hope (a Phil Bolger 'Hope' designed Lobsterboat built by Ross Lillistone) on the water. It was decided that it would be easier to launch daily. The G'Day Parks caravan park where we stayed is very well appointed with spotless amenities and friendly helpful staff.

The next morning we launched First Hope off the public boat ramp at 0820. The Yanmar 1GM10 9.2 hp diesel engine started first up and we motored out the channel. The tide was high so there was plenty of sea room. Once clear of the channel we turned to starboard and ventured towards Crab Creek, then to Teewah Point and on to Cameron Point. The weather was starting to close in and rain threatening with dark clouds covering the sky. Upon return to Teewah point we stopped the engine and had morning coffee, slowly drifting with the tide. The rain arrived and was torrential causing us to huddle under the Bimini. This prompted us to head back to Tin Can Bay. This day we had 3 hours on water and even if soaked we still enjoyed the outing. Back to camp for hot showers, lunch, siesta and happy hour.

On Wednesday we were back on the water at 0800 and were led out of Snapper Creek by dolphins curling



alongside, replete with their free fish from the daily hand feeding by the ramp. This day we made way to Carlo Point. Clouds were starting to build. After securing the First Hope to the pontoon we walked around the caravan park. Coffee was enjoyed on board before letting go and motoring out the channel. The wind speed increased, white caps formed and waves grew bigger so it was decided to head back. Once in the protective shelter inside Snapper Creek we explored up the creek to the end of the moorings. We hauled the boat out, secured all and wandered over to the sailing club restaurant for lunch. The beers were cold, the wine fine and meals very enjoyable. It was really relaxing to sit back and watch the sandbanks emerge and the sea birds search for their lunch. The rest of the day was spent relaxing.

How fast days pass, it was time to travel home on Thursday. Thank you Tom and Sue for having us on your boat and for the good company.

(In case you are wondering, the 2 x Surnamed Malcolms are not directly related)

WEB-WATCH

Go boating without getting wet!

Ian Eastgate on a life spent in traditional boat building in Brisbane Queensland, with reflections on an apprenticeship at Norman R Wright & Sons Pty Ltd, at the Breakfast Creek Boat Club, 6 December 2019.

Doing an Apprenticeship at Wrights, Quay St. by Ian Eastgate.

<https://www.youtube.com/watch?v=3BJ5JcvYNO4>



MISSED THE LAST MEETING?

Tony Harland and Bruce Legg discuss the use of carbon fibre for making small boat fittings at the 13th April Meeting Video 20 minutes

<https://www.youtube.com/watch?v=ozSiydAGR-A>

THE "SPRAY" Capt. Joshua Slocum Review: Ian Primrose

Extracts from "SAILING ALONE AROUND THE WORLD" by Joshua Slocum

Slocum started his sea career as a lad as a cook on a fishing schooner "but I was not long in the galley, for the crew mutinied at the appearance of my first duff and chucked me out before I had a chance to shine as a culinary artist".

"My best command was that of a magnificent ship "Northern Light", of which I was part owner. I had the right to be proud of her, for at that time- in the 1880's she was the finest American sailing vessel afloat. Afterwards I owned and sailed the *Aquidneck* a little bark which of all man's handiwork seemed to me the nearest to perfection of beauty, and which in speed, when the wind blew, asked no favour of steamers. I had been nearly 20 years as a ship master when I quit her on the coast of Brazil where she was wrecked".

The *Spray* - How it all began

"I was born in the breezes and I had studied the sea as perhaps few men had studied it, neglecting all else. Next in attractiveness, after seafaring came ship building. I longed to be master in both professions and in a small way, in time, I accomplished my desire...

One mid-winter day of 1892 in Boston where I had been cast up from an old ocean, so to speak, a year or two before, I was cogitating whether I should apply for a command, and again eat my bread and butter on the sea, or go to work at the shipyard when I met an acquaintance, a whaling captain who said "Come to Fairhaven and I'll give you a ship. But" he added "she wants some repairs". The Captain's terms, when fully explained, were more than satisfactory to me. ... I was only too glad to accept, for I had already found that I



could not obtain work in the shipyard without first paying fifty dollars to a society and, as for a ship to command, there were not enough ships to go round.”...

“The “ship” proved to be a very antiquated sloop called the “*Spray*”, which the neighbours declared had been built in year 1. She was affectionately propped up in a field, some distance from salt water and was covered in canvas”.

Work began on the re-build

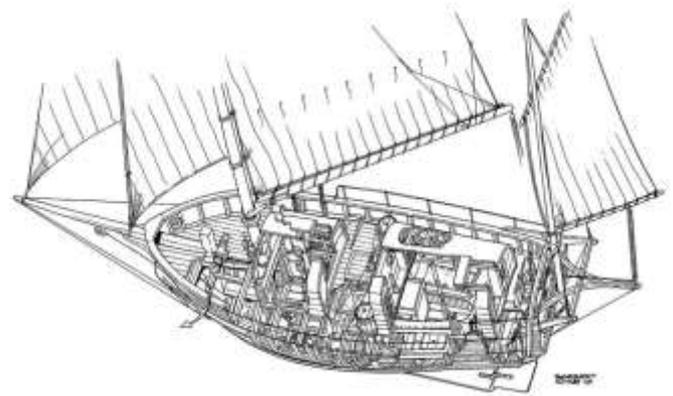
“The much-esteemed stem-piece was from the butt of the smartest kind of pasture oak. ... Better timber for a ship than pasture oak never grew.” ...

“The planks for the new vessel, which I soon came to put on, were of Georgia pine an inch and a half thick. The operation of putting them in was tedious, but when on, the calking was easy.”



Was the *Spray* an old boat or a new one? Slocum explains and says...

“Now, it is a law of Lloyds that the *Jane* repaired all out of the old until she is entirely new is still the *Jane*. The *Spray* her being so gradually that it was hard to say at what point the old died or the new took birth and it was of no matter.”



Off he goes:

“But at last the time arrived to weigh anchor and get to sea in earnest. I had resolved on a voyage around the world, and as the wind on the morning of April 24th, 1895 was fair I weighed anchor, set sail and filled away from Boston, where *Spray* had been moored snugly all winter. The twelve o’clock whistles were blowing just as the sloop shot ahead under full sail.” ...



THE bit in the middle is interesting too – you will have to read that yourself

AT THE END

“At last she reached the port in safety, and there at 1 am on June 17th 1898, cast anchor after the cruise of more than forty-six thousand miles round the world, during an absence of three years and two months”.

“**SAILING ALONE AROUND THE WORLD**” is recommended reading



BUILD A CATSPAW DINGHY?



Pussyfoot – a Catspaw by Phil Brown

Where does the Catspaw dinghy get its name?
CATSPAW a light air that ruffles the surface of the water in irregular patches during a calm

Length 12 ft Beam 4'5" Draft 6 1/2" board down 1ft 8 inches Sail area 65 sq ft
 Construction – clinker over steamed frames but the mould makes this easy

Boat-builder- Alan Graham a few years back donated to the WBAQ a mould and templates for a small boat called a CATSPAW Dinghy with a template for every part of the boat including the planks.



Presently this mould along with every template you need plus building instructions is available to

loan for an agreed period, (progress reports necessary) to any financial member of the WBAQ.



We have members who have built boats from this mould so if you need

advice it's readily at hand. The dinghy can easily be built using a few sheets of ply and small scantlings.

A great resource for WBAQ members.



A Catspaw under sail

**ED ELCOCK – LIFE MEMBER
 AN UPDATE**

Last month we told the story of Ed Elcock who was awarded Life Membership of the Association. His story was told up to 2014 and he has not been idle since – Here is an update:

To continue the story of Ed's boats since 2014 as published in the April Log, the following is a brief summary.

The Heron "Wayward Wind" which had been in the family for so long was firstly passed on to my son James, then eventually sold in April 2019. I have had some contact with the buyer providing assistance on the rigging.

James' little punt "Bubbles 2" remained at home when James got his own place. While it would plane with a 3.3hp outboard when he was a teenager, the weight of an adult caused it to struggle. The thought was that it



needed a bit more planing area, so it was cut in half and extended from 8 feet to a bit under 11 feet. (While I'm a great advocate of the metric system of measurement, I still think of boat lengths in feet.) Side tanks were added in the extension to provide buoyancy and to stiffen the structure. The modified boat was named "B2.1". The project was moderately successful, but it is definitely a smooth water boat.



The ex Tony Deane dinghy "Laiveli" (meaning little boat) has been sailed a few times. In a strong following breeze coming back from Coochie on one occasion I had to sit well back to stop her digging her nose in. She has spent the last little while suspended under the roof trusses in the garage.

The 16 foot skiff hull that I converted to a power boat, I sold to a WBAQ member who lived on the canals at Noosa. He had it set up for rowing, and it lived on a cradle beside the water under a tarp. Talking to him later, in a rain storm, the tarp filled with water and the cradle punched a hole in the bottom. He told me that he later sold it (including the hole), and told me the price he got. Some time after that we came across the skiff advertised on Gumtree as a "restoration opportunity" at about 10 times what the advertiser had bought it for. The picture showed it sitting on the ground with grass growing up through the hole in the bottom. Dream on.

The power boat SE50-SQ which we always referred to as the Maryborough boat, was sold in April 2015 to a used car salesman who really knew how to drive a hard bargain. I still have the drawings which show the designers recommendation of a maximum 45hp outboard. Roy, who built the boat and from whom I purchased it, had installed a 50hp two stroke. I later heard that the 50hp died and was replaced with 70hp. And I thought it was a rocket with 50hp.

James became the owner of a modified Iain Oughtred designed sailing boat "Lorraine" (modified by

lengthening to 13 feet 6 inches). I mention it here as it lives under cover on our verandah, at least for the time being. It has minimum built in buoyancy but very wide side decks. The builder's theory was the wide side decks would prevent water entering in a capsize. In a trial on Wivenhoe Dam that theory was found to be in error. The boat is awaiting mods to make it safe to sail.



The current boat that gets the most use is "Saturday Morning", a 16 foot low powered power boat. She started out life as a Dudley Dix designed Argie 15 sailing boat, to be constructed as a father and son project by an ex-boatbuilder and his son. The son lost interest when the floppy hull had been and fitted with a folding awning. Still on the drawing board is a cuddy cabin.



The only other boat in the fleet is an uncompleted self-designed 16 foot kayak, hull finished, still to be decked. It was started about 25 years ago, but you can't rush these things.

And there is always a "next boat". The dream is for a slippery displacement-speed power boat driven by an electric motor, with an awning covered with solar panels, but don't hold your breath.

ED

**Ed Writes:**

Mr Trevor Green
Secretary, Wooden Boat Association of Queensland
PO Box 210
Mt Ommaney Qld 4074

Dear Trevor,

I was surprised and delighted to receive Life Membership of the Wooden Boat Association of Queensland Inc. at the Association's meeting last night. It is indeed an honour to be so awarded. During the time of my membership of the WBAQ to date, I have learnt a lot, had a great many pleasant boating experiences, and most importantly made many friends amongst the members. I am pleased to have also contributed in some small way to the Association. I look forward to a long continuation of the friendships, education and enjoyment that comes with membership of the Association.

The framed certificate I was presented with last night is proudly displayed in our home.

Please convey my gratitude and appreciation to the Committee.

Kind regards,

Ed.

BRIBIE CLASIC REGATTA THIS MONTH

Don't forget this premier event in the boating calendar. Register now if you are attending.

WBAQ will be conducting a stand on the Sunday at Sylvan Beach to promote the Association. We are looking for members to man the stand to talk to people
This year will be a Hawaiian Theme

Program:

Friday: Meet 'n' Greet " Sunset Pier Cafe ", 4 Marine Parade, Bellara from 5.30pm to 7.30pm. This is a licensed cafe with two comprehensive menus. **NOTE: VENUE HAS CHANGED**

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/>

Paul Hagger "Mollie" Hartley 16
President BACE 0431 578 596

10FT HISTORICAL SKIFF CHAMPIONSHIP

Story & Photos -Ian Primrose

Over the May Long weekend, the Brisbane 18 footers hosted the Championship for their smaller brothers – the 10 Footers. All boats are constructed of wood of course.

These are **small boats with big sails** and, with a crew of 3, often big blokes that make for interesting sailing with their round bottoms (the boats – not the crew!)

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.

There were 4 races in all, the Saturday race being conducted under very wet conditions. I watched Race 2 on Sunday in good conditions, although the wind was fickle.

The boats were launched from a cradle down a slippery ramp at Bulimba and the crews leapt (although some were not so agile) into the boats in a pre-arranged order as the boats took off.

There was a good vantage point to watch the race although the boats disappeared around a bend for part of the race but there was a spinnaker run to the finish.

Our Caloundra member Ian Dickson skippered AVRO and Boat-builder and member, Bruce Legg skippered MERLE. There were 8 boats registered, some from interstate and they are all very beautiful and built at the height of the technology of the time.

If you are interested in the results, go to:

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



Here are some photos of Race 2



Spinnaker run



Bruce Legg at the helm of MERLE



Ian Dickson (right) with AVRO

**THE HORSESHOE BAY
FIASCO – EASTER 1961
Conclusion – Part 3 of 3
Stan Wood**



On open letter to Stan's Grandson, Henry

Well, Henry, sailing that heavy Finn off the lee shore of Horseshoe Bay took some effort but I got going. I made a few boards out into the Bay. The cruiser with my mate aboard shadowed me closely. Its skipper must have realized I was an accident-in-waiting. I could catch the occasional glimpse of my mate with his newly acquired,----- *(insert your own word here)* girlfriend on the side deck. He wore this really smug, self-satisfied grin on his face; like a Cheshire cat with a prize catch. I distinctly remember this - probably because I was vivid green with envy.

I was hiking out as far as I could take it and in a split second my head and trunk were under water and I was struggling to get my feet out from under the hiking strap. When I surfaced the boat was upright but I



couldn't see the mainsail. I struggled aboard and by now I was physically and mentally exhausted. I couldn't see the sail or the boom. I couldn't even fathom out what had actually happened. The boom and slowly sinking mainsail were completely overboard on the starboard side.

For a gooseneck, the boom end passed through a slot in the mast above the deck, so both rotated together, so no vang was used. Hence, the boom went with the sail, overboard. The glue line on the internal track of this laminated mast let go. The track opened and the complete bolt rope on the sail's luff together with the internal halyard just plain came out of the mast.

I partly had the sail on board and a towline snaked across my boat. Honestly, I was only too thankful to race forward and bowline it into the deadeye. The tow was on even before I had the rest of the sail aboard. I can't even remember which cruiser had me in tow, however she had some grunt. The unstayed mast, still standing, wobbled around, but at least stayed upright in one piece. I had the sail all aboard and I manned the tiller to hold the Finn directly astern of the cruiser.

Coming to grief at this point was really a blessing in disguise. I would never have survived under sail. The seas to the west of Peel Is. were horrendous. Even with my weight in the stern, offset somewhat by the mast forward, this boat still wanted to surf and slacken the tow line, I just couldn't afford to see this line part so I made up the most improvised drogue imaginable. I grabbed the haversack with the pots and pans and the last of the tinned tucker from under the rear deck; fastened it to the bitter end of the sheet rope and threw the lot overboard astern. Luckily this braked the boat sufficiently to stop the surfing.

The next I can recall is getting cast adrift as the cruiser passed the R.Q.Y.C. sailing headquarters at Bulimba. There wasn't a soul in sight. I would have dragged the Finn out on the shared trailer and put her to bed in the old tin shed. I drove my trusty Austin A40 utility for which I didn't even have a licence to the Hawthorne Park to help unload my father's boat.

My sister, Pam, subsequently spoke to the owner of a cruiser who sheltered hard up in Deanbilla Bay on the south side of Dunwich. He said he could see, looking towards The Horseshoe, a long line of green, white and

red lights which randomly leapt up and down into the air with a rapid jerky motion. My sister and her husband watched the cruiser market closely. They had one wooden cruiser after another. Buy one, renovate it, sell it and then buy something larger. Pam says that after the 1961 Easter fiasco, the market was flooded with cruisers for sale at give-away prices for months on end. So here's the moral of this yarn and it underscores what my father impressed on me.

If your better half wasn't born and bred in this boat business, you only have to suffer one good fright and your boating days have ended.

Well Henry, that ends another tale from my youthful adventures.

Stan Wood

THINK ABOUT THIS

Never sing in the shower! Singing leads to dancing, dancing leads to slipping, and slipping leads to paramedics seeing you naked. So remember...Don't sing!

MEETING GUEST SPEAKER PROGRAM 2021

JUNE (Changed)	A Brisbane Boatbuilder's & Enthusiast's history , David Payne, WBAQ member
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	TBA
DECEMBER	Year's end celebration, no Guest Speaker

Subject to change

JUST FOR PUN 😊

I lost my job as a stage designer. I left without making a scene.

WHAT WAS IT?

This is the whole picture:



As shown:



LAST MONTH'S CLUE

Big Rick asked – What is it? (Photo was only part of the object).

The answer is - part of a parallel rule (or a rolling rule) used for transferring angles and distances on a map or drawing.

Those who got it right:

- Dave Guy
- Doug Graham
- (coincidentally, Both former draftsmen)

WHAT HAPPENED AT THE LAST MEETING

BRING' N' BUY – There were heaps of bargains and a lot of members went home with new treasures. The WBAQ raised over \$200 from donated items.

See Photos – Page 22

GUEST SPREAKER – Trent Williams from Marine Safety Qld (MSQ) gave a talk on the role of MSQ and boating safety.

Did you know that there are more than 232,000 boats in Qld? Those would only be registered boats so there would be a lot more that they don't know about (i.e thousands secreted in garages by our members) . MSQ is responsible for moorings, safety, licences, registration, aids to navigation and, of course, enforcement.

Masters of ships (read boats) are responsible for safe operation of the vessel, ensuring it is properly equipped and properly maintained.

As a minimum, you must have a V-sheet, life jackets for each person and a signalling device such as a torch. See website for more detail re your vessel type & size

LIFE JACKETS (PFDs) – There is a new Standard AS4758 that replaces AS1512. You may continue to use jackets under AS1512 provided that: The ship was equipt with them prior to **1stSeptember 2016** and they are serviceable. Therefore, if you have built a boat in the past 5 years, you must have PFDs meeting AS4758.

Put new PFDS on your Birthday wish-list!

SPEED- Vessels must travel at a safe speed that will not create a marine incident

MORE INFORMATION: www.msg.qld.gov.au

Beacon to Beacon charts are available free on this site. To report a MARINE Incident 3622 7500 or A/H 3305 1700



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
MAY	S,M, P,M	<ul style="list-style-type: none"> Sat 15th Broadwater Cruise – north to Tiplers Wed 26th Breakfast Creek Paddle 	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 <p>MARK YOUR DIARY – BOOK SOON</p>	
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**

<p>Sat 15th May</p> <p>NEXT SAT (after meeting)</p>	<p>BROADWATER CRUISE</p> <p>This messabout has had to be split in two as I believe that the planned cruise is too long a distance for us to enjoy our outing and visit points of interest. So, a cruise north from Labrador to Coomera River and return. Launch from public ramp in front of the Grand Hotel or Ray St Runaway Bay or any other convenient ramp along the western side of Broadwater. I will have parking for cars and trailers at Ray St. for the first 5 members who inform me that they will attend .</p> <p>Contact Darrell or Penny's Mobile Darrell 0434 322 484 Penny 0412 072 418 for details</p>
<p>Wed 26th May</p>	<p>BREAKFAST CREEK PADDLE</p> <p>We have had to change this event due to limited access for boats on Breakfast Creek at this time resulting from a new rail bridge being constructed over the creek. Our plan B is to launch from the ramp on Sandgate Road and proceed downstream on the Brisbane river to the small beach at Northshore just passed Hamilton and then return to the ramp. This new</p>



	plan may also be suitable also for small power boats to attend. Thanks to one of our local members for the heads up on Breakfast Creek closure
28th, 29th 30th MAY	Date for your Diary – BRIBIE CLASSIC BOAT REGATTA Also a Pt Talburpin Sailing Day – take your pick
6th 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
MON 14th to Fri 18th June	BELLINGER RIVER CAMP WEEK Our plan is to travel to Bellinger and camp at MYLESTOM HOLIDAY PARK , camping and caravan and cabins available and cruise the 3 rivers in this area . Planned activities include. <ul style="list-style-type: none"> • Up the river to Bellinger, more of a motor or paddle trip then a sail and return • Down river to Urunga for lunch and return • Trailing our boats up to the Nambucca River at Nambucca Heads on one of the days and going up the Nambucca River to Macksville for lunch at the Star Hotel on the river and return. A big thanks to our NSW members Lester Searle and Mal Pendergast for this information and planning activities. If you intend to come along book your accommodation now, some of us have booked already.
MESSABOUT CO-ORDINATOR	Home 07 3298 5394 Mobile Darrell 0434 322 484 Mobile Penny 0412 072 418 Email drmlspiers@outlook.com

Tudor Insurance Australia (Insurance Brokers) Pty Ltd



Specialists in hassle-free insurance for wooden boats

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Contact: David Cooper

Phone: (03) 9707 3033

Fax: (03) 9707 4568

E-mail: davidc@tudorinsurance.com.au

Webpage: tudorinsurance.com.au

WBAQ MARKETPLACE

Members – advertise for free here for 3 months! Boats, tools, accessories etc
WBA Qld accepts no responsibility for the accuracy of the information provided by the vendor, nor can it act as an agent in relation to any item listed. It remains the responsibility of the vendor and the buyer to verify the accuracy of information posted and to agree on the details of sale

BRING / BUY / GIVE-AWAY TABLE AT EVERY MEETING – Clear your pre-loved items and transfer them to another more needy member. Mark items with name and price. No commission – free service! See Leo Sines – Merchandise Co-ordinator

WBAQ MERCHANDISE Identify your boat or yourself with WBAQ signage. Cloth Badges \$8; Stick-on labels 50cents. Metal Plaques MkII \$10. BURGEEES \$15.
WBAQ Pennants – Dress your boat –just \$10
See Leo at the Merchandise Table at every meeting





LEO'S SHOP ROPE. Available to members at cost. 6mm - .70c; 8mm-\$1; 10mm-\$1.20 per metre. Suitable for rigging or general use. Also 3mm cord in spools – only \$3 while stocks last.

Order before the meeting by phoning Leo Sines 3843 1422 or 0418 781 756 ejsines@bigpond.com

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

NEW! VINTAGE CHURCH PEWS –(9 available) As is / where is basis for extracting the timber (believed to be 80 yr old Hoop pine) or for the use as seating. \$150 each LOCATED AT St Phil's Rochedale.

Description: 241 cm long all timber 35mm thick. Seats are made up of two boards, 140 mm and 120mm wide, the back 95 mm wide the front board under seat 90 mm wide the end are average widths 350 cm

More Information from Jon Elcock 0413 945 377



BOATS FOR SALE IN TOOWOOMBA

Yes, there are still some left from the long list of clearance boats published last year. They include: 15ft Hornet; 14ft dinghy - not sure of design; Two Moths; Couple of trailers; Selection of Seagulls; Rigging of various types. Contact Nola Holmes 0438 391 764 Email: nholmes2706@gmail.com

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

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. (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
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- 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.
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- Timber and Plywood. Marine plywood and long length clear hoop pine, WRC and Kiri.
- Silicone Bronze and Copper fastenings. The largest range in Australia.
- Davey traditional bronze ship and boat fittings. Plans. We can supply a wide range of boat plans. Come and browse our catalogues. Save money with our material packages.

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

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

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

BoatCraft products now available ex stock from our Noosaville location

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

PHOTOS FROM BRING AND BUY – GOOD STUFF FINDS A NEW HOME!

Photos - Ian Mortleman





WBAQ UHF CB RADIOS *(Print and save for reference)*

By Jim Jones

The Association has 5 UNIDEN - UH820S-2TP UHF CB radio kits. Each kit contains two radios, one charging unit, two microphones, two battery packs and two holders for 3 x AA batteries and an Owner’s Manual that details the operation. Each kit is contained in a hard plastic carry case. The kits have been distributed to various members for use during Messabouts. Suggested use as one for leader and the other for a “tail-end Charlie”.

UHF EXPLAINED

UHF CB is a class-licensed citizen band two-way radio service using the 476.4250-477.4125MHz radiofrequency intended for short-distance communications. The UHF CB band radio service is available for public access and is authorised for use in Australia. UHF CB provides 77 UHF channels, including 32 channels (16 output and 16 input) assigned to repeater stations. Not all CB radio channels are allowed for use by just anyone for whatever reason. Therefore, it helps to know about CB radio channels in general, as well as legally restricted channels and proper UHF CB radio etiquette.

UHF CHANNELS FOR GENERAL USE

Below is information from the Australian UHF channel chart:

Channel 18 for caravan owners/campers.

Channel 10 for 4WD clubs or convoys: It is also referred to as the national parks channel.

Channel 40 commonly used by truck or oversized vehicle drivers.

CB RADIO CHANNELS FOR SPECIFIC PUBLIC INFORMATION.

Channel 5 (or 35 - a repeater output channel) for emergencies only: In case you or someone in your group is hurt or injured and there are no other means of communication, channel 5 is the one you should use to get assistance

Channel 29 is the road safety channel for Pacific Highway and Pacific Motorway.

Channel 11 use this call channel before moving to another channel to locate other user

LEGALLY RESTRICTED UHF CHANNELS

The channels below are legislated as a part of the Australian Communications and Media Authority (ACMA) UHF CB Class Licence.

Channels 5 and 35 are reserved for emergency use.

Channel 11, the designated 'call channel', is meant only for initiating calls but not for discussions or conversations.

Channels 22 and 23 are allocated exclusively for telemetry and telecommand use or automated data communications.

Channels 61, 62 and 63 are reserved for future allocation, so voice transmissions are not allowed.

UHF CB RADIO ETIQUETTE

Using a UHF CB radio can be fun and exciting. However, just as there is boat ramp etiquette to be observed, there are also rules to follow to ensure the trouble-free use of your radio.

When using a CB radio, remember:

Aside from keeping off legislated or legally restricted channels 22, 23, 61, 62 and 63, you can only use channel 5 (or 35) and 11 when it is absolutely necessary.

If you're using call channel 11 to locate a Member during a Messabout, once you have established communication, you are expected to move to the allocated channel to continue your conversation. All communications on public channels can be heard by any user (or a repeater you are using) within range, so they can also join in.

If you know that the channel you are using is already being used (especially by locals in the area), show your courtesy by selecting another frequency.

GENERAL USE CHANNELS FOR MESSABOUTS

At this stage, not all Messabouts will have radios available.

Where Kits are available, it is suggested that the individual radios be issued to the Host and to the Member who would most likely or volunteers to be at the back of the group. Alternatively, the participants in the Messabout may collective decide who should carry a radio. The Messabout Host shall select the Messabout channel from this Table

Channel Selection For Messabouts

9	12 to 17	19 to 21	24 to 30
39	50 to 60	64 to 70	79 to 80.