

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

THE LOG

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P O Box 210
Mt Ommaney Qld 4074

DECEMBER 2021

***"... ships of all breeds ploughing vanishing furrows
upon a sea as flat as a river"***

From book 'Valiant Occasions' by J.E. Macdonnell describing an Atlantic convoy WWII escorted by HM armed merchant cruiser *Jervis Bay* 1940.



SECRET PLACES - A PADDLE ON ENOGGERA DAM
Story inside

Photo: Ian Primrose





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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 from 5.30pm. A short report on the previous Committee Meeting is given at about 6.30 pm 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.

WE MEET AT
THE BOATSHED, 39 ARGYLE ST, ALBION

Messabouts are held monthly. For details of these and other wooden boat events, refer to the calendar of events later in this newsletter or check the calendar on the WBAQ website.

Sub-Committees

Messabout Calendar info@woodenboat.org.au
Provedores Ian Trail, David Payne

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 : It's Christmas!





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FROM THE CAPTAIN'S CABIN

Ian Mortleman, President

The year draws to a close and by time you read this we will have all enjoyed a Sunday BQQ Xmas function with one of the best turnouts with 72 members and partners and a jolly time had by all under the Fig tree at the Boat Shed.

It celebrates not only the festive season but the journey we have been on to arrive at a "Home" for the WBAQ. "The Boat Shed" Where we can store all our worldly goods and more, have a workshop to tinker in and a comprehensive library to enjoy.

With all the major boating events cancelled during 2021 we took the opportunity to try out the Horizon Shores marina boating and Adventure show.

Having all our tables, chairs gazebos and signs in one place made organising and delivery to the event a little easier.

Thanks to Harry Beauchamp and his large van, the majority of the items for setting up our stand arrived safe and sound right up to the spot and as we were close to an exit gate the re loading of Harrys van was quick and easy and back at the Boat Shed at the end of the show.

Many thanks must go to the boat owners who brought their boats for display Mark and Andrew on the hard next to our gazebos with sails up made quite a show.

In the marina Sho with Spinner, Doug (Regatta Marine) with Salty Dog, my Tradewinds and Scott's Lillian Rose were stand out exhibits in the marina amongst a few all-white fibreglass production boats.

Was it a success? Well, it wasn't a dismal failure but it wasn't a roaring success, crowds were low on all days, and on reflection not our crowd. We did sell around \$800 of goodies; we may get one or two new members. On the whole it was a struggle to find visitors interested in wooden boats.

We now turn our attention to an event we all know works for us Maleny Wood Expo April 30th to May 2nd. This year Phil Brown is co-ordinating our attendance. We may have more space for boat displays no matter what your boat looks like consider bringing it to the show, the more the merrier. Generally, we all have a great time over the weekend.

Followed by another great weekend and this time spaced a little more apart from the Maleny wood expo and that is the Bribie Island Classic Boat Regatta May 20,21 and 22nd another great event to look forward to.

It's been a busy year with settling into The Boat Shed to managing covid restriction. So, a big thankyou to all of you who get involved be at the Social BBQ, organising The Boat Shed, making toys to sell, setting up displays, Co-ordinating Messabouts and guest speakers and publishing The Log.

2022 is shaping up to be another great year for the WBAQ building on the good work to date. A few of the incumbent office bearers are indicating they are not able to continue next year. We would very much like you to step up and take on a position in the Management. AGM is not until March use the time to find out what is involved so you can make an informed decision prior to nominating.

"May you have fair winds and following seas"

And May you all have Merry Xmas and a rollicking New Year

Ian Mortleman





OUR 2022 CALENDAR IS OUT

ONLY A FEW LEFT – COLLECT IN JANUARY



- 12 Boat photos in colour
- Saying to read each month
- Page of dates to write on for each month
- Qld Holidays shown
- If you were on the South Passage, you might be on the cover.

ALL THIS FOR ONLY \$10

We can post if necessary. Postage for one calendar is \$6. Contact Ian P 3263 381 or imprimrose@powerup.com.au And he will advise you of The WBAQ Bank Account or send cheque to WBAQ Post Box 210 Mt Ommaney Qld 4074 **This is our 10th Edition.** Thanks to Hannah Ford who compiles the Calendar each year and does a great job.

A HISTORY - WBAQ CALENDARS *Ron Prescott*

Like most of the other members of our Wooden Boat Association I have just purchased several copies of our 2022 Calendar but I wonder how many people know its origins.

Back in 2011 Ian Primrose produced a calendar as a gift to me and as a tribute to Larry Loveday as our oldest truly treasured member of our Association who regularly attended all Messabouts right up until the week prior to his death.

I was so impressed with the calendar I made the suggestion to Ian that we continue to do the calendar on a yearly basis and from that time on Ian has subsequently created wonderful calendars over the past 10 years being a continuous job throughout the year to collect photographs and quotes so appropriate to each photograph.

Ian says that the first and very limited calendar in 2012, being printed at Big W was not the best. However, in 2013, Hannah Ford, the daughter of member, Ross O'Brien and talented graphic artist offered to assist in the production. She has produced a wonderful and professional calendar for us for the past 10 years.

NEW MEMBERS

A HEARTY WELCOME TO:

Viv Clements, of Capalaba – Currently has a 20ft cedar strip Canoe. Uses this a lot. Is looking at a 1964 14ft dinghy as a restoration project. Looking at 'sprucing up' the Canoe with a proper restoration. It is an amazing craft
Viv heard about us at a Brisbane Boat Show years ago.

UNDER CONSTRUCTION

BARRIE BAKER updates his build progress and says: "Today I took the opportunity to put up the rig and run out some stays, halyards and main sheet. Although who am I kidding as there is still some painting to finish and I haven't started the bright work yet. As for having a sail made before Christmas, that's most unlikely.
The best I can look forward to is a motor around the passage. There is always next year".





Dream / Plan your trip down the Clarence sometime,,
Clarence Cruising: A Mariner's Guide, is available from <https://www.myclarencevalley.com/cruising-the-clarence>

Sailing Fails! Spectacular nose-dives
 Thanks, Leo
<https://youtu.be/y6BwKM3hC-w>

HOMEMADE TOOLS For all the home engineers who like to tinker in the shed. Thanks, Jim
<https://www.homemadetools.net/>

REPORTS

LAUNCHINGS



BRAVO / ZULU Naval Flags meaning "Well Done"

None advised!

ELANDA POINT PADDLE WEEK
Alex Malcolm



What a privilege to share a paddling adventure with two fellow wooden boaters.

Tom Malcolm in his Ian Oughtred Macgregor Canoe (built by Geoff Williams), Phil Brown in his Ross Lillistone Water Rat and Alex Malcolm in his 'Zephyr' a Selway Fisher Dart 14 paddled on Lake Cootharaba and in the Noosa Everglades.



WEB-WATCH
Go boating without getting wet!

From Leo: This is hard and fast sailing
 Some video filming included
<https://www.sail-world.com/news/244725/18ft-Skiff-NSW-Championship-in-Sydney-race-4>

How to tie a rope to a boat
<https://youtu.be/Hsc5m4W9E8k>

Thanks, Leo

Video of Jewel's launching following some work at Simon's yard (next to the WBAQ Boatshed)
<https://www.youtube.com/watch?v=gqAoLV4Nn34>

AFLOAT The December Edition is out in print and online. You can access the online version here. Read the lot but be sure to go to Page 24 where member Ian Kirk has written an article on Moreton Bay cruising using the Dinghy cruising trails –a must read!
[Home - Afloat Magazine](#) | [Afloat Magazine](#)
 (you don't have to sign up to read but you can if you wish)





Taking advantage of the generous offer of stay 5 nights and pay for 3 provided by Habitat Noosa we arrived on Sunday 14th November 2021, and after setting up camp Alex had a short test run past the National Park kayak launching site and return, Tom and Phil arrived a bit later. That evening we had a planning meeting around a campfire to decide the next days' activity.

In the morning we were on the water at 0820 and headed north to Kinaba National Parks information centre for coffee. This section took one hour of relaxed paddling. Once refreshed we continued on past Kin Kin Creek and into Lake Como (not Italy or Switzerland) to have a little explore. Turning around we then went past Fig Tree Camp to Harrys Hut. The water was placid and the boats rippled through the water with barely a bow wave. We had lunch at Harrys Hut, topped up drinking water and brought the boats from the jetty to the launching place where it was easier to get in.

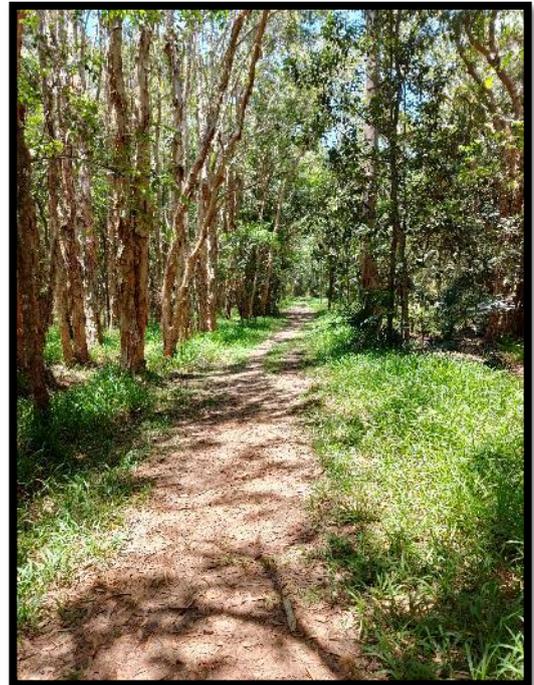
Again a leisurely paddle to Kinaba, basking in the enjoyment of the moment, not knowing what waited in store for us. Are those whitecaps on the lake, is the Easterly wind blowing 11 to 12 knots? These conditions made for hard work. Phil activated his E-motor and sail, employing his new centreboard and rudder. Tom gritted his teeth, and like his tank engine namesake, spurred to the front with great determination. Numb feet, numb nethers and cramping legs called for a stop at Mill Point to stretch. Finally back at camp at 1630 hours, 33 kilometres later, the weary wallies gathered together and relived the day. None stayed up late!

"...5 men lost their life while warming their backs.."

Loose plans were discussed the previous night which proved to be a bit confusing. Conditions were fair so Phil and Alex paddled to Mill Point and viewed the site of the former sawmill. We read of the tragedy where 5 men lost their life while warming their backs beside the boiler when it exploded. Phil decided to have a turn in Zephyr. One Leg in, one leg bent but not in didn't work, half in half out does not make a paddler be. Lucky someone was steadying the kayak.

Meanwhile Tom put in and assumed we went to Teewah Landing. He enjoyed his trip across the lake and unfortunately was unable to locate the Landing. He had a following wind which sped him home but did experience difficulty keeping course due to the wind blowing against the stern of the Macgregor, causing the canoe to constantly turn into the wind. He arrived back as Phil and Alex were pulling out.

Wednesday brought strong winds again and due to the shallowness of the lake whipped up waves and whitecaps, not suitable for paddling. Phil as planned, packed up and pushed off as he had commitments at home. Tom went on a milk run and Alex had a long walk in the bush. That night we got happy for an hour at the Bistro.



A walk in the park bush – Ah, feel the serenity!

Thursdays' conditions were marginally improved so Alex coerced Tom into making for Boreen Point. A bit like the game of Paper, Scissors and Rock; we found Waves, Wind and Water all too much for Tom, who had to abort. Alex resorted to canoe style paddling on the lee side to maintain heading for the 56 minute taken to cross over. Morning tea at the ramp then back in flatter water.

On Friday we drove home in the morning.





This messabout, while there were only a few participants was challenging and enjoyable and done in great company.

ENOGGERA DAM PADDLE 12th December *Ian Primrose*

Cover photo: Alex up Enoggera Creek

After the rain, the air was fresh and cool as we carried / wheeled canoes down the hill to the lake.

Five assorted vessels assembled – Phil Brown in Water rat; Alex Malcolm in Dart 14; Darrell Spiers in his Mecalac sans electric motor; Ian P in SOF and Kim on his Ski



The Obligatory Group Selfie!

It was a beautiful morning as we paddled up the Dam with plenty of others enjoying the environment on hired stand-up paddle boards and sit-on kayaks.

We went up into Enoggera Creek at the far end of the dam and managed to get under a fallen tree into an area that could have been from the movie, "African Queen". The trees overhung the creek and the water was running over little rapids.

It was a nice steady paddle back to the launching place with much conversation where we had smoko before the climb back uphill to the carpark.

One of those magic days on the water.



TWELVE YEARS IN THE MAKING *Peter Kelly*

For many years I dreamed of building a small classic wooden boat. While my wood working skills were few, and my tool collection was nothing more than some basics I used for maintenance jobs around the home, my dream was big.

After much research, I stumbled across plans for David Payne's "Yellowtail", a 4.2m "putt-putt" style boat so reminiscent of mid-century hire boats that proliferated up and down the New South Wales coast.

I bought a set of plans, and for the next couple of years, spent endless hours absorbing every intricate detail and visualising this fine vessel taking shape in my garage – one day!

When would that "one day" be?

In my mind I saw this as a pre/post retirement project. Something I could start on as I transitioned into retirement. There would be no hurry, this was going to be a journey – not a destination.

Things changed

They call it the reticular activator system. You know, when you set your mind on buying a new car or something similar, you begin to see it everywhere.

Well, the same is true with boats.

Quite fortuitously I bumped into acquaintance who, during conversation, mentioned he was building a boat.

"What are you building", I asked

"I am building a "Snapper Boat" designed by David Payne", he answered.

For those unfamiliar with David's designs, the snapper boat, at 5.2m, is the yellowtail's big sister.

Amazing coincidence!

I started following the progress of my friend, Kevin as he painstakingly worked on his snapper boat. He had





chosen to strip plank the hull and opted to incorporate a centreboard case so the boat could eventually be sailed or motored.

While I continued to pore over the plans for the yellowtail and dream of the day when construction would commence, Kevin made steady progress with his hull.

Then, about two years later, Kevin announced he had other projects he wanted to pursue, and the boat was no longer a priority. Would I be interested in buying an unfinished project?

By this time the hull had been completed and the deck beams installed.

"...thinking..for a full thirty seconds.."

After thinking about his offer for a full thirty seconds, the deal was done.

I became the proud owner of my very own snapper boat. The year was 2008.



As I was still working in a full-time job, progress on the build was very slow – in fact snail paced springs to mind.

After a couple of years of very little progress being made, I bit the bullet and decided to find a shipwright that might be interested in finishing the project.

The next chapter

The first shipwright that agreed to take on the project ended up being a false start however he did manage to secure a very original Blaxland Chapman Master Pup. It was the ultimate "barn find". Very original, together with a shaft and propeller. The story goes it had very little, if any, previous use. The accompanying story suggested it had been sitting in a shed for about 50 years. However, things didn't work out all that well with the first shipwright.

Work slowed to a halt. It then took more than a year to retrieve my boat and its newly acquired motor.

Then, as if by miracle, I had the very good fortune to meet a shipwright that had a great workshop on his

acreage, just a ten-minute drive from my home. He agreed to finish the boat for me.



We discussed my ideas and the quality of finish I wanted to achieve, and the project ran like clockwork. The finished product is way beyond my wildest expectations.

What about the motor?

When I picked up the motor from the first shipwright, it was nothing more than a collection of bits in a box. After some very timely guidance from Ross Lillistone, well-known Queensland based small boat designer, the motor was shipped off to Boyd Myers at Davistown, Brisbane Waters, just north of Sydney for a rebuild. Again, the rebuild is a credit to the workmanship of the craftsman that carried out the work.



The launching

In late 2019, the boat made it back to my garage, where it has sat ever since – yet to feel the embrace of the soothing waters of Moreton Bay lapping against its pristine hull.

"...it provides a nice little shock to the operator".





So why hasn't the boat been launched yet? While there are a couple of small jobs that remain to be done, they are not the real reason. Unfortunately, there seems to be a small problem with the motor. With lockdowns, it has been difficult to find someone who knows their way around the motor. While I have had the motor running, it seems to have a "small" electrical problem. Each time the carburettor is touched – such as to adjust the throttle – it provides a nice little shock to the operator. Perhaps that is the boat's way of saying, it doesn't want to get wet.

My current challenge is to find someone that knows their way around a Blaxland Chapman Master Pup and can provide some guidance or assistance with rectifying this "problem". Any suggestions or referral to a south-east Qld Blaxland-Chapman "whisperer" would be greatly appreciated.

Well, the sequel is that we connected Peter to the Putt-Putt guru, Stan Wood who has provided Peter with some advice on what to do next. Peter has fitted a new spark plug and the problem is solved. Looking forward to a launching announcement soon.

REDLANDS TO CALOUNDRA CRUISE - PLANNING AND ASSESSMENT

IAN KIRK

Last month in the Log we ran the story of a trip from Redlands to Caloundra by 3 intrepid sailors in 3 boats. In this article, Ian Kirk considers the trip and what improvements and advice he can pass on to others. Ian writes:

The cruise from the Redlands to Caloundra by Alex Malcolm, Phil Brown and I appears to have what the interest of some members who are seeking more information.

So, I thought that notes reflecting some research done prior to the trip would be beneficial. These notes were provided to Alex and Phil and are detailed below.



Research notes.

NOTES FOR A POSSIBLE DINGHY CRUISE FROM MACLEAY ISLAND /REDLAND BAY TO CALOUNDRA.

Distances as the crow flies, not as a Pug- boat sails and intended destinations-

- **Day 1.** Macleay Island to St. Helena- 13.5 nm. (Green Island stop and look-11.5 nm.) Note-it's 11 nm to Wellington Point. (Behind King Island.)
- **Day 2.** St. Helena to Cabbage Tree Creek - 9nm. (Across the shipping lane.)
- **Day 3.** Cabbage Tree Creek (Shorncliffe.) to Scarborough boat Harbour- 10.5 nm. (Open water.) Note- an additional 5 nm to the entrance of the Caboolture River, Beachmere.
- **Day 4.** Scarborough boat Harbour to Spinnaker Sound Marina, Sandstone Point - 8.5 nm. (Open water.)
Alternatively, Caboolture River to Spinnaker Sound Marina, Sandstone Point 11 nm. (Open water.)
- **Day 5.** Spinnaker Sound Marina to Mission Point - 5.5 nm (or could go to Lime Pocket camp- ground, + 1.5 nm.)
- **Day 6.** Mission Point to the Blue Hole - 7.5 nm with a stop at Lighthouse Reach.
- **Day 7.** Visit to Bullcock Beach (if possible) to reach the northern-most possible point- 1.75 nm.

Total distance to the Blue Hole approximately 57 nm. (Not including extra distance due to beating, change of route to Beachmere or tidal effect.)

Option-As a return lift to Brisbane is possible for me from Sandstone Point, Days 8 and 9 could see a return south by me. (13nm.) Alternative arrangements could see the cruise





finish at Day 7. The boats could be left in Bells Creek until pulled out. (Two boats were actually left at the Boat Club.)

Note 1- no lay days are included. These could be required due to weather so additional food should be allowed for. I will take 10 days food and possibly have fish and chips etc ashore on two nights. And a beer or two with Jeff at Sandstone Point. (WBAQ member.)

Note 2- store bought food/takeaway available at Wellington Point, Shorncliffe, Scarborough and Sandstone Point.

Note 3- water available from Wellington Point, Shorncliffe, Scarborough and Sandstone Point.

Fuel- available from Scarborough and Spinnaker Sound.

Note 4 -toilets available at all locations other than Lime Pocket.

Note 5- the only suitable protected stop point between Shorncliffe and Scarborough is at the boat ramp at Clontarf, it being enclosed in a basin. One can stop at other locations for smoko or lunch however depending on the conditions. (Wind would probably be onshore.)

Anchoring/ mooring – all sites are suitable for SE/NE conditions. No arrangements finalized for Scarborough Boat Harbour but there is a visitor berth. I will check this. May be able to anchor outside the harbour but would need to be well offshore due to drying banks. (Not really an option for dinghies.)

At Sandstone point (Spinnaker Sound Marina) one can anchor fore and aft on the northern bank to the east of the boat ramp.



Suitable weather conditions-south- east breezes mean off the wind sailing all the way while north- east winds mean beating, some of which would mean adding considerable distance.

Westerlies, if light would be ok with the small basin at Wellington Point replacing the St. Helena anchorage. It would be a beat on Day 2.

Preferred timing for the cruise- possibly spring when the weather is becoming warmer and the westerlies are finished.

Risks- strong south-easters create large, often breaking waves in Bramble Bay and Deception Bay. Strong north- easters are only marginally better.

One would not depart in such conditions with a weather window indicating lighter winds being sought for Days 1 to 4.

Pumicestone Passage provides better protection and thus the ability to move in stronger conditions.

Potentially, to reduce Alex and Phil's day 1 leg, they could stay overnight at Dalpura Bay and have dinner with us.

Summary-

We felt that this cruise is doable for small boats if due safety precautions are taken. Open spaces should mean being able to sail most of the way. A fuel top-up should only possibly be needed at Sandstone Point.

For safety I carry Beacon to Beacon (in a waterproof sleeve.), GPS with waypoints entered and compass, hand- held VHF radio, mobile phone, transistor, V-sheet, fire extinguisher and blanket, binoculars, life jacket and fuel for a distance of approximately 25 nm. Willy weather updates can be obtained on the mobile while reports are broadcast on VHF radio

Post cruise thoughts.

Weather- this was variable as the timing of the cruise was between spring and summer. Winds tended to be light and often from the west early then tending to the north. (Not favorable) Some days the breeze teased us, boxing the compass and disappointing us by fading away.

As the intention each day was for an early start to arrive hopefully before the wind strengthened, this resulted in more motoring than was hoped for.

Two strong westerly changes in the afternoon created some difficulty. The first, more south westerly was experienced at St. Helena resulting in moving anchorage to the north of the jetty to obtain something of a lee. Of course, the breeze then dropped out.

The second was a strong westerly a mile or so off the entrance to the Caboolture River, creating a clash between wave action from two directions making entry difficult, especially in Pug with her short waterline and pram bow.





Other breezes created nice sailing conditions, the pick of which was the easterly from Lighthouse Reach to The Blue Hole, Caloundra. I also personally enjoyed the sail towards the Caboolture River in a nice north-easter with quite a large, smooth swell and also the light reach across Bramble Bay to Cabbage Tree Creek. This reminded me in a gentle way of racing there in 16' skiffs long ago.

The forecast when at Bellara was for a change to freshening northerly winds, right on the nose. The decision was therefore taken to sail directly to Caloundra the next day removing the planned overnight stay at Mission Point. (A shame.) This proved to be a good decision as the northerly arrived the morning after our arrival.

We had no rain which was a plus in Alex and my minimal accommodation. (Mine doesn't even rate 1*.) Generally, although we did a lot of motoring, I would still assess the weather as being a 'good window for small boats.'



Note to self- Alex and Phil copped a nasty storm the night before I launched with strong south-west winds while anchored at Coochiemudlo Island. I, of course, was tucked up in my comfy bed.

Daily distances-there were two long ones. The first being from Sandgate to Scarborough to find marina berths unavailable. This meant continuing to the Caboolture River, a total distance of 18.8 nm.

The second was the one right up Pumicestone Passage where the days run was 19.06 nm.

The **total cruise distance** was approximately 75-80 nm.

Anchorage-we only stayed in open anchorages at St. Helena, the Caloundra Boat Club and The Blue Hole. We also overnighted at Cabbage Tree Creek, Sandgate, the Caboolture River and marinas at Sandstone Point (ME.) and Bribie. (Alex and Phil)

Safety- apart from the safety gear already listed we kept in touch on the water using small CB radios and kept close when underway. The next day's run was discussed, and decisions taken as required.

Company- this was excellent as one would expect from friends within the WBAQ. A few social outings and a cheerful drink or two were enjoyed.

The return trip-Elaine Brown drove the Landcruiser to Caloundra towing Playstation 2's trailer.

This meant Alex and I were fortunate in receiving a lift home where we collected cars and trailers to return for the boats which we had left safely in front of the Boat Club. So, well done Elaine and huge thanks to you both achievable



Summary- We proved that such a cruise is achievable for small boats if all due care is taken. It is **NOT** however something to be undertaken lightly. The waters in northern Moreton Bay can be quite dangerous in a blow (particularly to small, open boats.) and there are limited locations to reach for shelter.

It is also a reality that motoring is highly likely on such a cruise if one is to complete the route within a safe weather window.

It is also a reality that a tight weather window provides little opportunity for extended stays enroute.

Personally, I believe my boat Pug was almost too marginal for such a cruise, being lightly constructed with merely body weight as ballast.

Would I do it again? Probably not. I had previously retired from coastal cruising in what were small, marginal cabin craft. (keelers and TSs.) Pug takes that description to another, much lower, marginal level. Did I enjoy it? Yes and no!





I loved the challenge, the desire to complete the vision of sailing the entire length of Moreton Bay in a small, open boat while sharing much with good guys.

Capsize recovery - While Pug has only capsized twice in her 11 years and recovery was simple with access over the transom, I wonder how difficult it would be in full cruising trim. The excellent WBAQ safety day focusing on capsize recovery provides skippers with the knowledge of how to recover in a day cruising form, replicating what I know.

But how do we evaluate the possibility of recovery when fully laden?

This issue was on my mind throughout the cruise and is the reason why having company and a good weather window are important.

Another consideration is an **escape route** to safety. When is it that one reaches the point of no return and must head to a closer safe port/anchorage? And where is that to be?

It is easy when the cruise is over and one is safely home to **NOT** think of what may have happened differently and the consequences.

This is why research is so important and why consideration should be given to possible scenarios and how to deal with them.

What I found most difficult was being so aware that risk was involved and that I've always been the only one responsible for my own safety.

So, my long-term motto of *'if in doubt, chicken out'* tells me 'no more cruises of that type in Pug.'

I'm not wishing to discourage others but instead to encourage planning, research and risk assessment while waiting for the right weather window.

For all those inspired by Sandy Mackinnon's voyage of Jack de Crow can I suggest that they read the interview on sailsmagazine.com.au/reflections-fantastic-voyage/

I did and it had me deciding that Pug and I aren't up to a cruise to Moreton Island. We'll just be happy having cruised the length of Moreton Bay from Southport to Caloundra.

Did I just hear Pug whisper 'thank goodness for that!'

For now, while enjoying being home and sharing a wonderful life with Robbie, my thoughts occasionally drift to possible shorter three-day, two-night cruises.

Ian Kirk. 19/10/2021.

PS, hearty thanks to Petrea McCarthy for some skillful editing of the above.

BOATING BLITZ

Thanks, Jon Elcock

MEDIA STATEMENT 16 November 2021

Summer boating blitz underway Maritime Safety Queensland (MSQ) marine officers have begun safety and compliance operations on popular South East Queensland waterways as part of a seasonal boating blitz.

Maritime Safety Queensland acting general manager Andrew Mahon said the Maritime Enforcement Team (MET) would patrol waterways from Tin Can Bay south to the Gold Coast through to January next year. "With 17 deaths on our waters last year and a further 13 this year to date (16 Nov), there is no room for complacency,"

Mr Mahon said. "MET officers will do their utmost to reinforce safe boating over coming months intent on reducing the number of boating incidents, serious injuries and fatalities. "They will combine firm action against those flagrantly breaching boating safety rules with education as Queensland boaties head out to enjoy the warmer weather.

"Just as we have a 'fatal five' for causes of crashes and deaths on our roads, so there are five readily identifiable causes for serious boating incidents." Mr Mahon said boating's fatal five included failure to keep a proper lookout, failure to carry and use the appropriate safety equipment (particularly lifejackets), speeding, alcohol and drugs use, and poor trip planning.

"MET officers will be out on personal watercraft and at boat ramps, getting advice to as many boaties as possible about how to avoid becoming victim to these five potential killers," he said. "This is more important than ever especially with a significant rise in recreational boating sales during the COVID-19 hiatus.





"We have rigorous training for new licence applicants who must demonstrate boat-handling knowledge and skills to obtain their licences, but boaties know there is no substitute for experience."

The MET will operate on the following waters, on or about the following dates:

- Brisbane River: 16-29 November 2021 (including 21 November 2021 at Colmslie)
- Moreton Bay: 11-17 December 2021 • Noosa: 3-5 December 2021; 11-15 December 2021; 17 December 2021; 20 December 2021; 7-10 January 2022 and 22-26 January 2022.
- Tin Can Bay/Rainbow Beach/Double Island Point: 18-19 December 2021
- Gold Coast: 18-21 December 2021; 29 December 2021 to 10 January 2022; 22-27 January 2022

THE MODERN BOATBUILDER

Tom Whitfield

In this, the 21st century, the emphasis is on accredited skills has reached the point of stupidity.

"So you want to become a Wooden Boat Builder?"

Asks Tom Whitfield

You should have a Degree in Naval Architecture, with honours in Hydrodynamics and Aerodynamics, as well as a Credit in Structural Engineering and a Masters in Drawing and Drafting. Some study of Botany to choose the right timber and of course a Degree in Environmental Studies and Conservation would be helpful. Now you are qualified to draw the lines.

Of course, add a Certificate in Sculpture and an Arts Degree just to hone the visual skills, also, credits in Research and History to help choose a style of craft to be built. What about some Degrees in Meteorology for the weather and waves to understand local conditions a boat may encounter?

To help design the boat, you might need to use a computer, so a Degree in Computer Science would come in handy, with majors in CAD (Computer Aided Design). A specialized session in lifting so you can move the timber around, you know, a short course of about three to six months should do to start with.

Plenty of Occupational Health and Safety! You are now ready to make something but before you can cut out the moulds, a Mastery of Tools and Machinery in wood is vital. A Degree in Carpentry and Cabinet Making would help, and an introduction to metal work and of course Metallurgy as well as a study in Electrics and Electronics so you don't blow the prop off in the first twelve months through electrolysis.

To ensure the boat is stable, a Certificate in Tank Testing and knowledge of righting moments would help. Now a short course in Steam Bending with the appropriate Certificates! Maybe even a Boiler Operator Certificate, just to be safe. Before we get too advanced, a Masters in Paints, Glues and Adhesives, Bedding Compounds, Preservatives and Finishes is a must, so when the wood and fittings are fitted they can be properly coated, sealed and bedded.

Now the backbone timbers need to be moved into place, a Mastery of lifts and slings or a Fork Lift Licence to make things legal at this stage. Can't go back to the Stone Age using levers and fulcrum points, pry bars and grease! Much too unsophisticated and simple!

A course in Caulking is useful if the boat is to float and the deck is to be watertight. That should take care of the woodwork, but an engine would be nice. A Degree in Engineering, Plumbing, Tank-making and Electrics should suffice, oh and a Higher Degree in Electronics to set-up all that gear. We are doing well.

You might want a sail. Back to Uni and finish a course in Wires and Ropes and the variety materials and fibbers for all the rigging and cordage with a Degree in Rigging and a course on Sail Making, and throw in Canvas Work and Upholstery to finish things off. Now we are nearly ready to go, just a PhD in Business Management skills, a Doctorate of Psychology, so you have an understanding of Work Ethics and the skill in Communication so you get on with your clients and staff. A Doctorate in Philosophy and a major in Human Relations to round things out. Wouldn't want to upset the clients!





Of course you could 'just build a boat'. Didn't you know you were so clever, did you? All those degrees and courses can only pass on others' experience to you, and then only if you can absorb them.

The paper proves you can copy and research. 'It provides the testers with an income'.

Lads building the *Enterprise* decided to get their bit of paper and the day came to be tested. They all passed with flying colours, then the tester said he was new into this game of testing, ticking the boxes. He was a qualified hair dresser by trade! "We do live in a bullshit world"!

***"...I hear and forget,
I see and I remember,
I do and I understand..."***

I wonder who taught the Vikings how to build boats. Beautiful long ships, the skill and balance of good looks and versatility, longevity, aesthetics, durability, efficiency all in such a harsh environment and all by hand with no power tools. Imagine how skilful they were, I mean really talented. First, make the tools to create the tools to do the job, then get on with it. Not only were they fine craftsmen, they could navigate, and had some really good times visiting the neighbours and passing on some of their experience. You know, a bit of pillaging etc.

Well, one had to do something when you go on holidays. Not like these days of footy hooligans, was it! I concede the point that one has to learn from somewhere, we aren't all geniuses or visionaries, so books can help, but there's no substitute for first-hand, hands on experience. ***I hear and forget, I see and I remember, I do and I understand***, 'simple as that'.

***Tom Whitfield is a member of WBA Victoria
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NEWS

HORIZON SHORES BOAT SHOW

Jim Jones



Our Stand – before the crowds

After initially being delayed because of border restrictions, the Horizon Shores Boat Show was held over three days 19th - 21st November.

The Association was allocated sufficient space to display two boats and setup three gazebos on land and four boats on the water. Thanks to all who towed or motored their boats to the Show. Boatcraft Pacific donated a large supply of product for sale. Proceeds to be retained by the Association. I thank Boatcraft Pacific for the donated product.

We setup the on-land display to have an area for youngsters to build model dinghies and an area for information and sale of solid toys made by Ian Primrose.

Due to the demographic of the attending public, the model dinghy building did not attract many customers. However, the toys did sell.

There seemed to be a lack of co-ordinating around the events to be held on the stage. Our President Ian M had sessions on stitch and glue boat building. The lack of organisation meant that the band took over the stage to set up as Ian was to start his talk.

We did have interest in joining the Association from about five individuals.

To date we have no information on who won the "Joey" which was one of the Lucky Door Prizes.





The Marina and surrounds appear to be a great location to hold a boat show with plenty of land and good marine facilities. However, it is a long drive from the M1 to the location.

The Committee will need to think carefully about attending future shows there.



SPEAKER PROGRAM

JANUARY	Ian Trail – on running a workshop
FEBRUARY	Author / historian Brian Hutchinson

Subject to change

JUST FOR PUN 😊

SCIENTISTS GOT TOGETHER TO STUDY THE EFFECTS OF ALCOHOL ON A PERSON'S WALK, AND THE RESULT WAS STAGGERING.

THINK ABOUT THIS

WHY DO PEOPLE PAY TO GO UP TALL BUILDINGS AND THEN PUT MONEY IN BINOCULARS TO LOOK AT THINGS ON THE GROUND?

BROWN ROT

Ian Primrose

Ian Trail, at the November Meeting, spoke briefly about the effects of brown rot on timber, demonstrating, the start of the decaying process on a piece of Jacaranda.

Co-incidentally I picked up Wooden Boat Magazine No.232 June 2013 and there was an article on Brown Rot aka "dry rot".

Here is a brief summary:

Wood is a product of a once-living organism and must eventually "return to dust". Although decay is inevitable, delaying decay ought to be the preoccupation of responsible boat owners. Doing battle not only makes good personal economic sense, it can be seen as conserving natural resources.

A number of organisms can attack and digest wood – from termites, marine borers, etc but the most devastating for boats is *basidiomycete* fungi. The two major components of wood are cellulose and lignin. One group of fungi attack the lignin (that's white rot fungi) and the other, *basidiomycete* fungi - the cellulose. The brown rotters can produce more dramatic strength loss with very little loss of wood weight. Brown rot at about 80% is more prevalent than white rot. This rot is often called "dry-rot" but it is not "dry" in any way.

The Goldilocks Rule: In order for wood to be attacked by decay fungi, the wood must be wet.

- If the wood has a moisture content (MC) of less than 20% - rot will NOT occur





- If the wood is totally saturated so that oxygen is mostly excluded – decay will be thwarted
- If the moisture content is between 40% and 80%, then (like Goldilocks' porridge) it is just right for decay.

Temperature is also critical. The “just right” temperature range is between 10 deg C and 35 deg C with the decay being halted somewhat at either end of the range. Incidentally, as you know, the temperature range in Qld happens to be around 10-35 degrees C.

The pH.

The pH of the timber affects the growth of micro-organisms. Bacteria generally prefers a neutral pH (around 7.0), decay fungi grow best in acid (pH 3.0 – 6.0) conditions. Brown rot fungi love a pH of 3.0.

The pH of sea water ranges between 7.5 and 8.4 and therefore seawater could be a natural retardant.

Unpolluted rainwater has a pH of around 5.6 but pollutants such as sulphur and nitrogen oxides from vehicle traffic and the like can drop the pH to the acid range of around 3.0 and this acidification is likely to increase into the future. This could explain the old adage that “Rainwater bad – seawater good” in your boat.

Control of decay in open boats is often easier than boats that are enclosed, where moisture evaporation is retarded. Closed spaces also reduce light intensity and increase CO₂ that enhance growth of fungi. Any means of increasing ventilation and light intensity (esp. ultra violet) will retard fungal growth.

Not stated in the article is the obvious defence against rot being the encapsulation of the timber in epoxy (or even paint) to exclude moisture from the timber as well as keeping your boat dry and cool (which is possible with trailerable boats).

The article goes on to advocate the application of borax to your boat to raise the pH. The chemistry is complex but well-described. If you want to read the whole article on Page 107, borrow a copy of the magazine from our Mac Finch Library.

RESTORATION OF A SELWAY FISHER 12' 6" MOTOR CANOE BY ALLAN TOMLEY

I had been talking to Ron Prescott about boats that could be car-topped and he offered me the last boat that he built, a Selway Fisher 12' 6" motor canoe.

Ron had intended to use this boat when he moved to the Retirement Village at Victoria Point but had not had a chance to use it. Unfortunately, it had to be stored outside and after about a year had suffered some weather damage.

Restoration involved sanding the outside of the hull back to bare wood to reveal some checking and decay of the outer veneer in some of the cracks.

This was repaired by raking out damaged wood and filling with epoxy glue. The entire outer surface of the hull was then sanded to a smooth finish and coated with unthickened epoxy resin to densify and stabilise the outer veneer.

As well the hull was fitted with a keelson and keel to correct a slight amount of hogging. Some of the joints between strakes were reinforced with 50 mm fibreglass tape.

The transom was sheathed with a clear-finished 3mm ply panel and the gunwales reinforced with hoop pine caps glued and dowelled into place.

New top panels were made for the thwarts and breast hook.

The outside of the hull was finished with white Crystal Paints polyurethane gloss and the inside with light yellow acrylic semi-gloss. The gunwales and thwarts were clear finished with polyurethane gloss.

When insuring the boat with Tudor, they wanted a name, so we decided to call her *Pelican* and added some pyrographed graphics to the stern thwart and breast hook in keeping with the name.

We launched the restored boat at the Caloundra Mess about in August and we're pleased with its versatility and handling, she motored nicely with a Suzuki 2.5 HP four stroke outboard carrying 3 average sized adults in smooth water conditions, though two would be best overall.





"Pelican" at Caloundra Photo Ian Primrose

MALENY WOOD EXPO IS BACK IN 2022

Maleny Wood Expo is coming again in 2022 after a 2 year break due to Covid.

We started exhibiting at the show in 2016 and here is an extract from The Log May 2016, so this will be our 4th visit.

From The Log May 2016

"Well, as a first this year, the punters could also see **WOODEN BOATS!**

On our stand we had: Ian Trail's Oughtred Wee Rob; Phil Brown's Joel White designed clinker Catspaw dinghy "**Pussyfoot**" and Paul McShea's new Ross Lillison designed First Mate "**Evie**". This is an example of fine workmanship enhanced by polished bronze fittings..... So it was "**Touchy- Feelie**" time as the visitors came up and stroked the timber (You never see that with plastic and ally boats!). There was a lot of interest and dreams were initiated or consolidated. There were quite a few lost retired blokes who were looking for something worthwhile to do....

Logistics for manning a show that is distant from Brisbane has its challenges but Geoff Williams, Phil Brown and Jon Elcock all camped onsite, providing a core group to be supplemented by other attending members.

It was a good show, although hampered by rain on Sunday. It has a happy laid-back feel and it has it all. This Show seems to be superceding the Brisbane Working With Wood Show- mainly due to exhibitors' costs being more reasonable and even the food is cheaper with more variety than at the Ekka ground. Thanks to Phil Brown who co-ordinated this event and those who helped man the stand".

Prior to 2016, we visited the Expo in a group as a Messabout and in 2016 this progressed to exhibiting.

**A DATE FOR YOUR
2022 WBAQ CALENDAR
SUNDAY 13th MARCH 10 am 'til 4pm
AN ENJOYABLE DAY OUT ON THE SAILING SHIP
"SOUTH PASSAGE" \$80**

More details soon

Secretary, Trevor Green says the time-line is:
Early January: I intend to send an email asking for members who would like to join us on the sail.

Early February: Another email will be sent giving payment details to those who respond.

Numbers will be limited – First in get to go

Trevor Green
Secretary WBAQ
0404 696 679

WORKSHOP UPDATE JIM JONES

The five designated Workshop Training Members have all been checked on the operation of the Workshop machinery and are now approved to conduct general Workshop Induction and equipment specific Induction of Members.

This means that the Workshop is open for business. However, there are a couple of steps required before a Member can use the workshop.

There will be two levels of Induction, General Workshop Induction and Equipment Specific Induction. We will commence Inductions after 11th January. If you wish to undergo Induction Training, please contact me at

workshop@woodenboat.org.au

I will organise a date, small groups of about five Members and a Workshop Trainer.

A Workshop Safety Handbook (WSH) has been produced covering Workshop Safety Policy & Rules. Each Member wishing to use the Workshop will receive general Workshop Induction covering the requirements of the WSH. Once completed, this





Induction will allow Members to use hand tools and battery operated tools in the Workshop.

Each machine has a dedicated Safe Work Method Statement (SWMS). This Statement along with an Operating Manual is located at each machine.

Each SWMS details the Maintenance Checks, Minimum PPE, Additional Hazard Considerations, Hazards Identified, Additional Controls to reduce risk of injury and a Risk Matrix applicable to a particular machine.

Before a Member may use a particular piece of powered machinery in the Workshop, that Member shall undergo Induction on that particular machine. The SWMS and the Operating Instructions for that machine will be reviewed during Induction.

A Member may then use a particular machine without supervision for which they have received Induction. If you are not completely confident in using a particular machine, please ask a Workshop Training Member for guidance.

Other than the normal controls on a particular machine, please do not change the settings on the machines. If it is required, please ask a Workshop Training Member.

The intention is to have the Workshop initially available to open on Tuesdays, Thursdays and Saturdays. On Page 15 of the October Log, there are instructions on how to book the Workshop. As noted in that Update, it is a requirement that at least two Members be in attendance while Workshop machinery is being used.

The Council have finished the changes to the Complex. A new entry/exit door has been installed on the Southern side of the Office building. This will allow direct access to the Meeting Room. Also the fence line has changed to allow direct access to the Workshop from Argyle St.

WHAT HAPPENED AT THE LAST MEETING

It's starting to look a lot like Christmas...



CAPT. THUNDERBOLT AWARD 2021

The **Captain Thunderbolt Award** is given annually to the person(s) who caused or faced the greatest disaster during the year. Its origin stems from a lightning strike on **Chelsea**, a Navigator then owned by Rick Sutton at Lake Cootharaba. **Chelsea**, with a wooden mast was moored amongst many boats with aluminium masts but was chosen by the lightning to be the victim. The strike travelled down the stays and blew a hole in the side planking.

In 2021, the following Awardees faced a "disaster" not of their own choosing or negligence (the usual reason) but through a natural occurrence.

THE 2021 WINNER IS:

PETER & GAYLE JENSEN

This is their story:

"On Monday 18th October, Gayle and I took the Puffin dinghy out to check that all was in order to go to Boreen Point. We had a nice sail towards King island and were almost back into Manly Harbour when we were hit by what was probably a bull shark. It hit at the top of the stem,

It was like hitting a brick wall. Gayle was sitting on the gunwhale and she ended up in the water. The breast hook broke in half, a bottom plank joint sprung and bits of planking broke clear away.

Powered by adrenalin, Gayle was back in the boat very promptly and some Sailability dinghy sailors collected the broken bits from the water and threw them into





the dinghy. The boat was taking quite a bit of water but we were able to sail into the ramp where the Marine Parks people were interested in the sample left behind on the stem.

With the help of 3 mates, the boat was repaired on Wednesday night using the bits recovered from the water, we went to Boreen Point as scheduled on Thursday and on Friday we were sailing in the brisk breeze on Lake Cootharaba".

THAT IS A HARD ONE TO BEAT!



CONGRATULATIONS, PETER & GAYLE - MAY IT NEVER HAPPEN AGAIN!

THE CHRISTMAS PARTY

Seventy members and guests turned out for our inaugural Christmas Function at the Boatshed under the old, huge Moreton Bay Fig. The rain stayed away and the heat was modified by a cooling breeze. The cooks did a great job and it was an enjoyable lunch amongst good company.

The Launching Awards were made to all who managed to get a new boat into the water and some significant hampers were raffled. Thanks to Leo who compiled hampers and thanks to Boatcraft who donated some prizes.

The photos do the rest of the talking:





LAUNCHINGS IN 2021
Congratulations to:

- **Alex Malcolm** Kayak Name: Zephyr
Length: 14 ft Design: Dart 14
Designer: Selway-Fisher
- **Paul McShea** Length: 14ft
Design: Tango runabout
Launch Date: July 2021
- **Allan Tomley** Boat Name: Pelican
Length: 12' 6" Design: Motor Canoe
Designer: Selway Fisher Builder: Ron Prescott
Restored: Alan Tomley Launch Date: August
- **David Sloper** Design: Seafox Kayak
Designer: Selway Fisher
- **Dave Guy** "Bitza" – 4.2 m - a 3 part nesting dinghy Launched: August 2021
- **Bruce Taylor LAUNCHING ANNOUNCEMENT**
Length: 6.7m Beam 2.47 Design: Waller
Catamaran Trailersailer. Designer: Mike
Waller Launched: 2021 With help from my
son and brother in law, I launched my
Waller670 a few months ago at Manly public
boat ramp .
It was a very part-time project. [built boat
shed first, then boat and trailer] Rigging is
finally done .Still waiting on sails.
Epoxy/glass over ply on Oregon frames.
Boatcraft products.
- **Dennis Smith** Boat Name: Dulce
Length: 14' Design: Wood Duck Hybrid 14
Kayak Designer: CLC design
Launch Date: December 24th 2020





CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2022

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
JANUARY	15 th M,S,P	BRISBANE RIVER CRUISE <ul style="list-style-type: none"> Launch- Canoe Pontoon Orleigh Park or Launching Ramp Riverside Drive Tide- 8.06 AM 2.32m 	22nd Pt Talburpin Sail Gathering
	22 nd Paddle Only	THREE CREEK PADDLE <ul style="list-style-type: none"> Launch- Canoe launching Ramp Curlew St Shorncliffe Tide- 12.18 PM 2.4m. Short portage required 	
FEBRUARY	5 th M, P	TINGALPA CREEK PADDLE <ul style="list-style-type: none"> Launch- Wynnum Redlands Canoe Club Railway Parade Thornside Tide- 12.30 PM 2.38m 	
	19 th M,S,P	SAFETY DAY – Coochiemudlo Is <ul style="list-style-type: none"> Launch- Victoria Point Boat Ramp Masters Ave Victoria Point Tide- 11.18 AM 2,47m 	
MARCH	5 th M,P,R	NORTH AND SOUTH PINE RIVER <ul style="list-style-type: none"> Launch- Deep Water Bend Boat Ramp Wyampa Road Deep Water Bend Tides- 11.21 AM 2.39m Suitable for Motor Paddle 	5th March Pt Talburpin Alt date for bad weather 5th Feb
APRIL	2 nd M,P	LOGAN RIVER PADDLE <ul style="list-style-type: none"> Launch- Tides- 10.15 	
	13 th	DAY OUT ON THE SS SOUTH PASSAGE on Moreton Bay \$80 per person Boarding at William Gunn Jetty, Manley	
	30 th April to 2 nd May	MALENY WOOD EXPO <ul style="list-style-type: none"> Maleny Show Ground Maleny Stanley River Road WBAQ on Display 	
MAY	9 th – 13 th M ,S,P	WIVENHOE DAM CAMP <ul style="list-style-type: none"> Captain Logan Camp Ground Logan Inlet Road Suitable for Motor (4 stroke) Sail Paddle 	Manly Wood Expo cont'd





	<p>20 – 22nd M,S</p> <p>28th</p>	<p>BRIBIE CLASSIC BOAT REGATTA Launch Spinnaker Sound Boat Harbour Sandstone Point or Bribie Is Suitable for Motor</p> <p>LOWER BRISBANE RIVER CRUISE Launch- Breakfast Creek Boat Ramp Sandgate Road Albion Tide- 07.55 PM 2.01PM</p>	<p>Bribie Classic Regatta</p>
<p>JUNE</p>	<p>4th M,S,P</p> <p>20th – 24th M,S,P</p>	<p>PORT OF BRISBANE TO KEDRON BROOK CRUISE</p> <ul style="list-style-type: none"> • Launch- Port of Brisbane Boat Ramp Port Drive or Pinkenba boat ramp Kirra Steet Tide- 12.14 PM 1.65m <p>BROADWATER CAMP</p> <ul style="list-style-type: none"> • North Currigee Camp Ground 	



COMING EVENT DETAILS

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

<p>15th Jan</p>	<p>BRISBANE RIVER CRUISE Launch- Canoe Pontoon Orleigh Park or Launching Ramp Riverside Drive Tide- 8.06 AM 2.32m Suitable for – Motor Sail Paddle Our plan is launch at West End or South Brisbane, for a 9.00 start and head downstream on the Milton reach and Town reach for a morning tea break at South Bank Parklands while secure on the pontoons and then proceed to the public pontoons at the gardens in the city, before returning.</p>
<p>22nd Jan</p>	<p>THREE CREEK PADDLE Launch- Canoe launching Ramp Curlew St Shorncliffe Tide- 12.18 PM 2.4m Suitable for Paddle Craft only This is an outing for paddle craft only as portage of our crafts is involved. We plan to leave the Curlew Street ramp at Shorncliffe at 9.00 PM proceed downstream on Cabbage Tree Creek, turn to starboard into Nundah Creek and paddle to the ramp at the portage track which leads us to Nudgee Creek. Have morning tea on the beach here before proceeding down Nudgee Creek before paddling along the shoreline to return to the ramp for lunch. (NOTE – If you don't have a set of wheels for your Canoe still come along and borrow them from one of the other members)</p>
<p>5th Feb</p>	<p>TINGALPA CREEK PADDLE Launch- Wynum Redlands Canoe Club Railway Parade Thornside Tide- 12.30 PM 2.38m Suitable for Motor Paddle We plan to leave at 9.00 PM and proceed Upstream with a stop for Morning tea and have lunch alongside the canoe club on our return.</p>
<p>19th Feb</p>	<p>SAFETY DAY at Coochiemudlo Island. Test yourself and seaworthiness of your boat in safe conditions Launch- Victoria Point Boat Ramp Masters Ave Victoria Point Tide- 11.18 AM 2,47m</p>





	For this event we will proceed to the Main Beach at Coochiemudlo Island have morning tea and at 10.00 PM we will purposely capsize our boats with our lifejackets on in the pristine warm water off the beach to test out our techniques for reboarding and recovering our craft. This is important practice if the worst should happen, and is guaranteed to provide a laugh for anybody taking part
5 th March	NORTH AND SOUTH PINE RIVER Launch- Deep Water Bend Boat Ramp Wyampa Road Deep Water Bend Tides- 11.21 AM 2.39m Suitable for Motor Paddle
MESSABOUT CO-ORDINATOR	Home 07 3298 5394 Mobile Darrell 0434 322 484 Mobile Penny 0412 072 418 Email drmlspiers@outlook.com “SPARE” CO-ORDINATOR Alex Malcolm 0439 064 929 Darrell says” Firstly I wish to thank all those members who planned and ran messabouts while I was incapacitated. I have had a good recovery, but I’m not allowed to drive as yet. So I may not be able to attend some of the planned messabouts”

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 \$5; Stick-on labels 50cents. Metal Plaques MkII \$10. BURGEES \$15.

WBAQ Pennants – Dress your boat –just \$10

See Leo at the Merchandise Table at every meeting



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

Order before the meeting by phoning Leo Sines 3843 1422 or 0418 781 756 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

CATSPAW DINGHY 12'8" iconic sailing dinghy “Prickles” AS SEEN AT THE SHED VISIT!

Good condition, built by Locky McLean in early 2000 marine ply lapstrake planks, steamed hardwood ribs, silver ash seats, hollow oregano mast, silver ash seats, sprit rigged, flip up keel and rudder. Trailer not included \$4800
Contact Scott Garven 0418184547 See Photos below (3)





"PRICKLES"

WANTED – a BIG outboard Wanted 75 to 80 hp outboard for the FG Runabout –
 Scott Garven 0418 184 547
 (3)

FOR SALE NEW ADVT!

WORKSHOP GEAR

BARRIE BAKER IS DOWNSIZING & MOVING

- Length of WRC 4900x75x50,
- 6mm Ply
- Rolls of Fibre Glass, Dynel, Peel Ply and Tape.
- Hot Box, ~~Saw Bench, Band saw,~~ **SOLD**
- Combination disc belt sander,
- Drill press,
- Twin cylinder compressor and spray gun,
- Numerous G and F, Sash and Pipe Clamps,
- CIG Transarc 140 amp Welder including accessories,
- Metal cutting drop saw, Bench grinder.
- Plus Hand Tools for wood and engineering.

Open to offers. For more details please phone 0490 076 940 or email
juslivn@icloud.com Located Caloundra



New! FOR SALE WOODEN LAUNCH for Sale ROVER is a classic 23 ft Bay Cruiser with Dinyl fabric over Clinker timber hull in the traditional manner. She is Powered by a 12hp Volvo Diesel engine giving 6 knots. Has twin bunks forward and toilet area. Very comfortable day cruiser or overnighter I purchased boat in 2010. Make and age of boat are unknown to me. Open to offers around \$12,000.

Daryl Phillips Located Runaway Bay Gold Coast, Phone 0419110953

(2)



MIRROR 16 "LULUBELLE" is back on the market and here is a chance to pick up an original vintage Mirror 16. Glassed on the outside. Completely reno'd Ready to go. Red sails, furling jib. Boat stored under cover. Reg'd trailer included . \$3,500 Bill Johnson 0408 731 253 Located Yeronga

(3)





Boatcraft Pacific (Advertisement)

The best source for all your boat building materials.

- Bote-Cote marine coating resins. 2:1 Amine blush free optimised for Australian conditions
- Epox-E-Glue A pre gelled 1:1 epoxy glue.
- Purbond Single pack waterproof adhesive ideal for strip planking and joinery.
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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)

NEW PRODUCT FROM BOATCRAFT

We have produced a clear gel epoxy glue, which you can see right through to the wood below. It is an epoxy glue, so its waterproof, it is gap filling and gap bridging, and it will not creep. It is a really strong fair dinkum epoxy glue and it is a gel which means it can bridge great big gaps. Joint design still matters. Without a well designed joint the strongest glue in the world won't be successful

We manufacture almost all our epoxy based products, including LuciClear CLEAR at our factory in Brisbane and distribute them throughout Australia. We are an Australian owned business employing Australian staff and are proud of it!

CLEAR GEL Epox-E-Glue has a two-part epoxy and hardener mix with a 2:1 ratio to keep things simple. It gels at comfortable room temperatures within 3 hours and reaches its optimum strength overnight! It is epoxy safe and requires no special skills to use.... Perfect for woodworkers, furniture makers, craft / hobbyists and sculptors.

BoatCraft are in production already and have LuciClear CLEAR GEL Epox-E-Glue in three sizes to suit both craft and production woodworking needs.





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CHRISTMAS CRACKER JOKES

Forget those corny cracker jokes- Try these on your family instead

SOME QUESTIONS AND ANSWERS FOR THE THINKING PERSON WHO LIKES PUNS

Question	Answer
What do Alexander the Great and Winnie the Pooh have in common?	Same middle name
I was horrified when my wife told me that my six-year-old son wasn't actually mine	Apparently I need to pay more attention during school pick
What is the opposite of a croissant?	A happy uncle
If April showers bring May flowers, what do May flowers bring?	Pilgrims.
Which branch of the military accepts toddlers?	The infantry.
Did you know you can actually listen to the blood in your veins?	You just have to listen varicosely.
What's the opposite of irony?	Wrinkly.
I was kidnapped by mimes once.	They did unspeakable things to me.
When you die, what part of the body dies last?	The pupils...they dilate.
A friend of mine went bald years ago, but still carries around an old comb	He just can't part with it.
You know there's no official training for garbage collectors?	They just pick things up as they go along.
What do you call a woman who sets fire to all her bills?	Bernadette. (if you don't get it – Burn a debt!)
Where do you find a cow with no legs?	Right where you left it.

