

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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FEBRUARY 2022

***I've an English ship and an English crew who've always pulled together
Who to each other have been true in fair and stormy weather
Their duty they will not shrink from, now that they know the worst
So lower the boats - but remember lads, the women and children first.***

Popular poem illustrating British manly courage in 19th century



THREE CREEK PADDLE ON NUNDAH CREEK LEG

Story inside

Photo by 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 : Sailing Caloundra –
Caloundra Messabout Aug 2021
Photo by Joy Elcock**



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FROM THE CABTAIN'S CABIN

We are back after a short break in January mainly due to concerns with Covid.

Covid is with us for a quite some time into the future it's now a matter of learning to live with the virus and protecting ourselves as much as possible.

We aren't going to ask for your vaccination status as it really has no bearing on meeting numbers etc. What is effective is wearing of masks and hand hygiene when inside the meeting room and in close proximity to each other.

Certainly, we encourage everyone to protect themselves with double vaccination and boosters.

I recently sent out a survey relating to what we have available at our monthly BBQ, i.e salads as an option to just a burger.

Thankyou to all of you who responded, the majority of responders want to see a return to a salad option.

The issue presently before us is having someone to organise, deliver and set up and perhaps even serve each month.

Ian Trail over the years has done a magnificent job in this regard but is not prepared to undertake the massive, additional work with the salad bar. However, he is happy to continue with the burgers.

If you want a salad bar to return then put yourself forward to help organise and it doesn't have to just one person several would be ideal each doing a small bit.

The next meeting in March is our AGM. I will not be standing for President going forward, and Trevor has also indicated he will not be taking Secretary position.

We need you, to help grow the Association so please nominate as we can have up to a maximum of 12 members on the management committee.

Bunning BBQ our first organised venture into Bunnings for the Association. A great success, a busy day for 7 of us who participated. We got through 670 sausages, 15 KG of sliced onions and 36 loaves of bread, plus drinks and lots of slurps of sauces. Have you ever tried tomato sauce with mustard sauce on a sausage with onions? Very popular.

Some costs associated with setting of the initial overall profit kept the profit down but a gross of \$1929 was a good start. We ran out of sausages and onions just before closing time. An interesting fact around demographics; comparing Newstead to Bunnings Manly 65% of our payments were electronic, whereas 45% is the norm for Men's shed at Manly.

Thanks to Jim Jones for organising a great day not just for the BBQ but for the WBAQ exposure at the Newstead Bunnings which is one very busy shop.

Unfortunately, Maleny wood show is again cancelled as it was shaping up to be another great weekend for the WBAQ. This leaves us with Bribie Regatta in May which right now is full steam ahead.

We also planning on a Xmas in July function for family and friends during the day on a weekend day. Dates to be advised but we do know the Mark Fort is going to wow us all with its signature dish of Glazed Ham...

"May you have fair winds and following seas"

Ian Mortleman, President

THE LARRY LOVEDAY AWARD

This Award is made in honour and memory of member- Larry Loveday who was a life member; highly respected and who made a significant contribution to the Association by his presence. Larry passed away in 2014.

Members are to be encouraged to vote for the person they think is the most deserving considering all/some of the following guidelines:

- The member should be a regular attendee at meetings, Messabouts, regattas and events,
- Active in the association for at least three years,
- Reflects and practices the code and aims of the Association,



- Willing to take on additional crew at Messabouts,
- Willing to assist in organising events and / or hosting meetings.
- Willing to make boat/s available for display type events.

A nominee is not eligible if he/she has previously been a recipient. Up to 2021 these members were: Ron Prescott, Paul Hernes, Ed Elcock, Phil Brown, Jim Jones, Ian Trail, Ian Primrose, Darrell Spiers.

If you did not vote at the Meeting, then you can lodge your nomination email or by phone to Ian Trail 0401 134 384 email trailil2@bigpond.com

By 22nd February, Please

NEW MEMBERS

Ken Manthey, of Carindale – Completed in Dec, 2021, taking 4 Months.

Project was a stitch and glue, plywood, stand up paddle board finished with epoxy and varnish. (this is the biggest boat I am able to build at the moment!)

The design was discovered on YouTube and built from plans available from the creator Aaron de Ruiter. The design, originally for just stand up paddle board evolved to incorporate a sail option and a kayak option as well. The dimensions are 3.6m x .9m with a curved raised foredeck to support the mast receiver. Sail area is about 3sqm.

Ken heard about us <from an Afloat magazine article dated Dec 21

Kim Downing, of Macleay Is – Boat Details “Many years ago I built a "125" class sailing dinghy (12.5ft), and 2 "Sabre" class sailing dinghys (12 ft). I've built 5 large yachts (> 25ft) from scratch – one of these was a wooden (plywood) 35ft Simpson "WoodWind" catamaran. I currently own an old Halverson/Gowland 31ft fibreglass cruising yacht, the timber interior of which I am restoring. Amongst my large collection of small timber boat plans are the full plans for a Wharram "Tiki 26" and some small plywood Bolger designs ("Long Micro" & "Martha Jane") – later this year I'll be starting to build one of those”.

Kim heard about us from WBAQ website

a partly completed kayak. Milton has built an Arrow Catamaran about 40 yrs ago. Milton & Kris heard about us from a WBAQ member.

Richard Watson, of Zilzie 4710 – has a 17ft clinker open motor launch built 1954 by Percy Coverdale at Battery Point, Hobart . Predominately constructed using King Billy Pine with Huon and Celery Top pine and hardwood. Powered by an horizontally opposed twin cylinder air cooled Norman engine built in England 1947 . Full restoration completed January 2022 by current owner Richard Watson

Richard heard about us from the Internet.

LAUNCHINGS



BRAVO / ZULU	Naval Flags meaning "Well Done"
<i>None advised</i>	

WEB-WATCH

Go boating without getting wet!

From Southern Wooden Boat Sailing

- 2 great stories

Tom Robinson

[Design, Build, Row. How to Cross the Pacific. — Southern Woodenboat Sailing](#)

James Warram – an obituary

[Eight Bells: James Wharram — Southern Woodenboat Sailing](#)

A solvent plastic compatibility chart.

https://s3-us-west-1.amazonaws.com/hmt-forum/solvent_plastic_guide_fullsize.jpg

From Boatcraft Pacific – 2 videos of their product Feronite Rusty Metal Primer as a one stop rust converter and primer on the frames and body panels to arrest rust

<https://www.youtube.com/watch?v=8FXPOwsmHY8&t=2s>

Milton & Kris Martin, of Wondunna (Hervey Bay – Milton & Kris have two boats. A Green Is 15 and



https://boatcraft.com.au/shop/index.php?main_page=index&cPath=248_253

Photo by Phil Brown

REPORTS

BRISBANE RIVER CRUISE
15th JAN
Story Darrell Spiers
Photos Ed Elcock



Four WBAQ vessels and one visitor attended the event held on the 15th January.

All our vessels launched from the South Brisbane Public Boat ramp on Riverside Drive where we had ample parking bays for cars and trailers. The boats consisted of Scott and Rosanne's Diesel powered launch, Phil Brown's outboard powered Pussyfoot, Ed Elcock's outboard powered runabout and my 10 foot inboard powered launch. Our visitor had about a 17 foot outboard powered Clinker launch with a very nice layered timber deck.

My first drama occurred when I tried to engage the clutch to take off and the motor stopped under load. This occurred several times so I resorted to the standby 45 lb thrust electric motor.

We motored downstream from the Milton reach to the two public Pontoons at South Bank Parklands for morning tea.



After morning tea we proceeded downstream with the tide to the Riverside Hub at the end of the Botanical Gardens pulled and had a walk around and then turned for home back to the boat ramp pushing the tide.

*A sandy beach ...
became our lunch site...*

At 12 midday we could see the sandy beach at Kangaroo Point, so this became our lunch site sitting in the shade under a Jetty. After lunch we left for the last leg of the return journey and I found the tide was really flowing out by now so to save time I accepted a tow from Ed Elcock.



It was good to see two skippers taking along Senior Members of our club, Ron Prescott, Don Burrows and Dave Micklethwaite as crew.



On return to the boat ramp I pulled my 10 footer up on the ramp with the bow high and dry on the concrete, a Citycat went past at speed and 30 seconds later the underwater surge lifted the stern of my boat swung it around 90 degrees and then rolled it on its side half filling it with water as the surge returned down the ramp. I had been told about this happening from Citycat surges and have now had it happen to me.

All in all another pleasant Messabout.



THREE CREEK PADDLE 22nd January 2022 *Story & Photos Ian Primrose*

The craft assembled at the main boat ramp on Cabbage Tree Creek consisted of Darrell in his Mikalec Watersnake assisted canoe; Tom Malcolm in a Oughtred MacGregor; Don Hughes wearing a plastic kayak; Ian P in a Chesapeake 16 with Alexandra, his granddaughter in her Selway Fisher Dart 14 and Ed in what we could call his “Roadkill” kayak.

Here an explanation is required: (“**Roadkill**; *n...left on the road, dead, unwanted*”). Ed’s canoe, a shapely 14’3” ply number was abandoned on the roadside as an unwanted give-away when found by Ed’s son and member, James. It wasn’t dead at all and a quick dust down resurrected it and coupled with a fine wooden paddle from Ed’s earlier canoeing days, it was brought back to service. Lovely little boat but design unknown. See Front Cover

With the threat of strong winds on the Bay, it was decided that we should tackle Nundah Creek first and with a rising tide, the paddling was easy. In no time at all, we arrived at the ramp for the portage to Nudgee Creek and after some deliberation it was determined that we should portage first and then have Smoko on a sandy beach in Nudgee Creek. This we did.

Sometimes the small decisions require important and lengthy consideration.



After Smoko, the canoes are readied for Nudgee Creek

After this pleasant interlude we paddled on upstream surrounded by mangroves before coming on to houses bordering the creek at Nudgee Beach Village. For a time, we ran parallel to the road with Schultz Canal just on the other side. We passed the crowded Dog-off-leash Park where a coffee van catered to the dog-owners before heading away into more mangroves as the creek narrowed. Being a high tide we were able to go a fair distance but at last we reached the end and turned back.

Darrell goes fishing...

Now this is an amazing story: Darrell goes fishing: Paddling along minding his own business, Darrell was suddenly and surprisingly hit in the back with something wet and flapping. A rather large mullet- a suicide fish- had jumped and had landed in the canoe behind the seat. Dinner or crab bait we are not sure but that is real fishing without even using a hook or bait.



Darrell accidentally goes fishing

As a view of the Bay at the mouth of the Creek showed a lot of whitecaps it was decided again to portage into Nundah Creek for calmer waters. The tide was so high between the two Creeks that we were able to float the lighter canoes across instead of carrying them. As Don said: “This is not a portage – it is a floatage”



Floating the canoes across the track



High Tide covers the path and ramp

It was a paddle against the tide back to the Cabbage Tree Creek ramp but as it was at its peak, there was not too much run in it. We loaded the canoes and then had a pleasant lunch break under the trees on the banks of the Cabbage Tree Creek and returned home at 1pm. A very pleasant morning in new and interesting waters.

Distance as measured on the map – 10km – probably more as we paddled.

AUSTRALIA DAY SCRUFF-ABOUT

Story & Photos - Dennis Smith

I had thought about making an event for Scruffie boat owners to come together to meet and show off their boats. I decided to post up an event and share it over

social media and I also had an ad in Australasian Amateur Boat builder & Kit boats magazine. There was a bit of interest but maybe the location Wyaralong Dam wasn't the best venue but it did go ahead as planned.

I arrived early around 8.00am along with a friend Chris P who recently purchased a Scruffie Shimmy and is still learning to sail. The drive out to the dam was very wet, rainy & miserable, the wind prediction was for 2 to 6 knots so very light. We launched our boats and the rain stopped, there was still very heavy cloud cover and it was threatening to rain. As I was about to sail off Chris Trelor arrived with his crewmate Teresa with his Scruffie Shimmy. My friend Chris P & I started to sail off very slowly while Chris T launched their Shimmy.

After sailing across the dam I felt a bit of a headache coming on and the glare was getting to me I had left my sunglasses in the car so I headed back to the beach to grab them that's when I saw Paul Day had arrived with his Scruffie Stornoway and was setting sail across the lake to meet up with the other boats. I didn't know but Christopher D, another Scruffie owner had also arrived and was on board with Paul as crew as he was unable to bring his Scruffie 16 which he is currently working on doing some painting. After getting my sunglasses I then sailed off across the lake to meet up with the others. We had a good morning sailing around in light winds, very challenging to actually make way, If the Shimmies went too far in the bay on the other side of the lake it took them quite a while to come back out as the breeze in there was very fickle and light.

Around 12.00am I called out and suggested we head over to the picnic area for lunch, we made our way over to the bank where many families had set up for Australia day we were able to anchor right up to the grass as there is a small drop off at the bank so could easily get on and off the boats without getting our feet wet. We had another visitor who had seen the event advertised and he came just to look at the boats. We made our way to the BBQ's and set about cooking sausages and the like. Whilst finishing up lunch it started to rain again and "did it rain?" we had been very lucky to get a sail in with no rain all morning but with the downpour after lunch we decided to call it a day.

[Video on Youtube from the day click here](#)



Boats L-R Michelac Pick up pram; Welsford Navigator Yawl; Flying Dutchman (very pretty and quick); another Navigator Sloop; Ross Lillistone Flint; NIS18



BRIBIE BREAK-THROUGH

Stan Wood, Caloundra



A Scruffie Australia Day

A THURSDAY SAIL

Phil Brown

Attaching a few photos from a sail Thursday, five boats from Macleay Is + Playstation Too.

Caloundra was different in the past – more sand and action where the boardwalk is now.....

Asked about this circa 1960 photo, Stan says..” I remember the two diving boards well.. There were about half a dozen trawlers anchored along Bullcock Beach. There was a fish market to handle the catch on the foreshore. Van Sleeve, a wooden boat builder had his slipway next to the Tripcony Ramp”.



This photo is dated 1973



NOW ABOUT THE BREAK-THROUGH....



The initial gutter which smartly closed off.

The break-through on the northern tip of Bribie Island occurred in early January with a 9 foot tide and a reasonably big sea. This was not unexpected as the whole northern section of the island has consistently been eroded on the seaside at a rapidly increasing rate in the last two decades in particular. This ever enlarging disaster seems to me a matter readily dismissed by environmentalists, well - intentioned or otherwise as an inevitable act of Mother Nature over which we humans have no control. This stance, I believe, suits their narrative as it provides plausible justification to do nothing about it.

***“...these disasters in waiting
are wholly man made...”***

This won't be the first opening; there are more to come. The sea has already washed through on a number of occasions at the Lions Park opposite Lamerough Creek and at another spot further south. My opinion is that these disasters in waiting are wholly man made and the part played by Mother Nature has been to valiantly repair the man-made damage.

Bribie Island has eroded where the shipping channel from the Fairway off Caloundra Head, round N.W.2 and down to N.W. 1 and 4 brings these ships to less than one nautical mile off the beach. At N.W. 2, a little over a mile off the beach, they have to make an almost 90 degree turn to port to follow the channel to N.W. 1 and 4, thus skirting the Hamilton Patches. The breakthrough is dead opposite N.W. 2.



The initial breakthrough with the root cause in the background, I believe.

So how does having a shipping channel with monster ships doing 25 knots or more less than a mile off the beach erode a sand island? What will be the end result of having multiple “bars” draining the passage?

***“...gutters have existed where you had to
run north or south before turning
seawards...”***

With respect to the last question. I spent 28 years driving rescue boats over the Caloundra Bar, day and night while I fished with the late Claud Boyd on the 8 to 14 mile reefs with relentless regularity. We had to know the bar in all its changing configurations and moods on a day by day basis. My view is that notwithstanding changes in configuration over the years, it has been in effect a very stable bar. It has moved south on frequent occasions; there has been no channel, just 100 metres of sand to cross; gutters have existed where you had to run north or south before turning seawards. We have crossed at dead low water with less than 18 inches on the bar, to get washed in with breaking seas on the stern of the boat. Generally speaking, a gutter throat has formed to allow crossing by larger vessels on a good tide and favourable



conditions. It couldn't move north because of the coffee rock.

It could move south and at one period in the 1980 s we were crossing at night using moveable reflector leads on steel posts planted on Bribie Island a good 200 metres or more from the tip of Bribie. We'd pick these leads up more than a mile off the beach with a Francis search light. Then the throat would centre or move well north. We'd use a lit anchored Danbuoy set outside the break and on retrieval, cross the bar on a predetermined bearing. I repeat, the bar was effectively stable with the huge volume of water entering and exiting the passage with each tide

“...This explains why I am not a billionaire...”

Compare this with the Southport Bar. My father told me when he reached Southport in the early 1920 s, the bar was opposite Nerang Street and the Pier Theatre. On several occasions the sea broke into The Basin with a cyclone and then closed. To digress, my father and Mr. Tuesley who owned a jetty just north of the Pier Theatre bought sizeable parcels of land on South Stradbroke Is., dirt cheap of course, and paid rates to the Southport Town Council. As the bar marched more than 2km north, their land went under the bar only to reappear on The Spit right where the Seaway was to be built to stabilize the entry. Both made legal moves to reclaim the land notwithstanding they stopped paying rates when the land went under the bar However the Peterson Government moved a Cabinet minute which forced them to forfeit any claim on the land. This explains why I am not a billionaire.

When you have two openings, neither have the water volume to scour out a throat. Jumpinpin Bar is the clear example. Once crossed by trawlers, it is crossed today by light planning craft at their peril. The same will occur over time at Caloundra and as the breach get wider by the day, the sand oasis out the front will get wider and shallower. In my view, all the remaining north section of the island will eventually collapse into the passage to form a sand oasis with no distinct channels leading anywhere in particular.

Years ago, in cyclonic conditions seas came through the bar to break on Tripcony Bight. I can recall big seas breaking over the old wooden jetty. Where the fish

shop is located in Bullcock Street adjacent to the caravan park was a petrol station whose petrol tanks shot out of the ground when submerged under feet and feet of water. In those days “Henzell’s Island” didn’t exist to protect the foreshore. The threat to the whole Golden Beach area is real.

“...sand nourishes the beachhead and the loose dry sand blows up to rebuild the dry dunes

With respect to my first question regarding the shipping channel. The movement of sand on the east coast is from south to north. In the past, dredged spoil from the N.W. Channel was dumped on designated spoil grounds located between the channel and Bribie. I fished on the edge of the closest ground in the late 1960 s for pan-sized squire on a gravelly bottom. We were not too far off the shoreline. A strong ebb runs the entire length of the island. It stands to reason, in my view, that this spoil would naturally gravitate north and shorewards with the prevailing East to South East wind. The sand nourishes the beach head and the loose dry sand blows up to rebuild the dry dunes. Over the years I’ve seen the north Bribie shoreline erode in severe weather but when the weather calmed, you could see the natural recovery over time.

The spoil for the Brisbane Airport came from the Middle Bank off Tangalooma Point by suction dredge. The spoil to build the Port of Brisbane came from the shipping channel which is from Caloundra to the river mouth. Now the sheer volume of fill to cover the Fisherman Islands, the open water to Bishop Island, Bishop Island itself and well beyond is mind boggling. The rock revetment wall encircling yet to be filled “pond paddocks” extend almost out to the Coffee Pots. I could only assume any spoil dredged from the N.W. Channel didn’t end up on a spoil ground. So any which way, I believe the volume of sand moving north from all the central banks in the bay is far less than two decades ago because it is being carted southwards by man.

Now to the shipping. I first got an appreciation of the powerful thrust of a ship’s propeller through the stupidity of a sea rescue boat skipper who needed to demonstrate his helmsmanship of a jet-powered rescue boat to the ignorant new chums on board in the mid 1970 s. Maintaining a head to current, we



were lucky to drop behind without being flipped over sideways.

When returning to the bar from fishing out wide, we'd see a ship heading south from Mooloolaba to the Fairway off Caloundra. We'd drive the fishing boat at about 25 knots in a flat sea. The ship would stand at a constant angle to our bow which meant we were on a collision course at similar speeds. We'd meet the ship usually between the Fairway and N.W.2, opt on the side of caution and pass astern rather than ahead. Even with the boat flat out, we could not pace some of these ships. We'd slow to pass over the wake a few hundred yards astern. What we called "sand boils" would be erupting on the surface of the sea until we surfed the second wake. You could hear the sand grinding through the impeller in the outboard. This is in 50 to 60 feet of water; not in a bar in 4 or 5 feet of water with a 4 or 5 knot king tide on the ebb belting over it.

...these ships are dislodging tons and tons of sand..."

With their keels feet off the bottom, these ships are dislodging tons and tons of sand; putting it into suspension to be carried away by current/ tide. Nowadays, these bulk carriers and container ships are bigger, faster, more powerful and abundantly more frequent as they pass N.W. 2. They never slowed as they turned as we could see them list over; like a cat hull turned hard. This disturbance of the channel bottom flies in the face of having suction dredges to minimise disturbance of the sea floor. I don't have a problem understanding why the Bribie seashore is falling away into this boiling pot of moving sand with no means for Mother Nature to replenish same. This is a man created event; not a Mother Nature event. The northern end of Bribie was almost a 300 metre evenly wide strip of sand Island in the era from 1850 to 1950.

There has to be a dredged shipping channel for a port to operate. Having shipping turning almost 90 degrees at speed, less than a mile off a sensitive sand island which can't replenish itself and is the sole protection of the mainland foreshore is my idea of pure folly. The solution is and I believe a feasible, yet costly exercise is to dredge a channel east of the Hamilton Patch and connect it to the main channel further south of N.W. 1 and 4. The spoil could be dumped closer to the Bribie shoreline. This would get the ships well away from

Bribie with a negligible turning point. Nevertheless, keeping one's head well buried in the sand is the new order of government so we can expect plenty of talkfests on the subject of the disappearing Bribie Island after the next cyclonic event.

Stan Wood.

Footnote: The opening is almost 300 metres wide now. A 3 to 4 foot broken sea surges towards Golden Beach opposite the break on the top of a good tide and sea running. It breaks on a mid-passage bank. The whole configuration of the banks has changed. The sea surge reached Woorim Park boat ramp on an 8 foot tide. The frontal dunes at the Lions Park opposite Lamerough Creek have held up extremely well.

On 26th Jan, Stan added:

I ran a tinnie to Meldale up Elimbah Creek yesterday. All the vegetation from the Island is littered up the Passage as far as Roys. This includes huge Pandanus trees - some of which are snared on the bottom mid-channel.

Should not affect Caloundra Messabout later this year, If boats head towards the Bar on a young flood they should be ok. All the banks up that end have changed. Stan



Photo Mid-January taken from the TV Screen showing the "new" bar and the Northern part of the Island that is left. Two Islands - Bribie North and Bribie South now!



NEWS

SAD NEWS ☹
**2022 MALENY WOOD EXPO
CANCELLED (Again)**

The Organisers write:

It is with much regret and disappointment that I let you know that we have decided to defer the recommencement of the annual Maleny Wood Expo until 2023.

As you know, we have been actively planning this year's Expo since

September 2020. Things had looked very promising up to December and we genuinely looked forward to a bumper event with you reigniting community enthusiasm, and a wonderful Expo experience.

However, the rapid emergence of the omicron variant of COVID 19 across Queensland and the country, has forced us to seriously rethink our plans.

The factors that are crucial to us are the health and wellbeing of the local community, the support and ability of our exhibitors and visitors to participate, and our capacity to keep faith with our visitors by providing an outstanding event.

We have reached the point where with only 8 weeks to go, a decision had to be made about whether it was safe and viable for the Maleny Wood Expo to go ahead, and unfortunately we are not confident at this point that we can deliver on these three crucial factors.

We wished to make a decision sooner rather than later, and to inform you of this as soon as possible so we can work with you on a refund or a commitment to stay connected to the 2023 event.

We remain optimistic and believe that by now putting our efforts into working with exhibitors and our partners to bring a reinvigorated and outstanding Expo to the Sunshine Coast in 2023 will put us in a good place for next year. We hope you will join us then.

We are incredibly grateful for the community's patience and understanding through this tough decision. It has not been an easy one for us to make.

Steve Mcleish

EASTER TRIP ORGANISED BY DENNIS SMITH

Contact Dennis if interested

This trip I have organised with Twin Rivers 4x4 club includes a fair amount of kayaking and some exploring some inland rivers, with all the recent rains there should be plenty of waterways to explore. Wooden Boat Association members are welcome to come along please contact me if you intend on joining us. I have made a booking at the caravan park and have a few spaces available.

Dates 9th April to 18th April. Itinerary below not set in stone and may change due to possible closure of Nindigully pub and weather or road closures.

9th April – Saturday Leave from Beenleigh Tavern 8:00am St George Riverfront Tourist Park Ph 0408183134

- 497km approx 5 to 6 hours (Van park is dog friendly)

10th April – Sunday Kayaking / Fishing on the Balon River from the Caravan park 11th April – Monday Nindigully pub - Kayak & fish in the water hole - Lunch at the pub

- 49km 35mins **12th April** – Tues Drive to One Ton Post on the Border QLD NSW where the straight part of the border starts - kayak and fishing (if there's water in the Barwon river) then back to Nindigully for lunch. 127km approx 1.5hr to One Ton Post **13th April** – Wed Explore St George - Bakery for lunch do the riverside walk - Pizza Night

14th April – Thurs (Suggestion only) Dirranbandi to Hebel Hotel for lunch 164km - maybe Lightning Ridge 233km -

15th April - Good Friday More time on the Balon River up at Beardmore dam **16th April** - Easter Saturday Riversands Wines Easter in the vines - 66 Whytes Rd, St George QLD 4487 **17 April** - Easter Sunday Leave to start heading home

- Stop Surat or Myall Park Botanic Gardens (No Dogs) - Camp Meandarra Brigalow Camp Ph 4679 4000 - 205km (Dog Friendly) **18th - Easter Monday**

Homeward bound - 372km With the Fishing side we may do a mini fishing comp with prizes i.e Biggest fish, Most fish, Smallest fish **Regards Dennis Smith 0402 222 852**

SPEAKER PROGRAM

MARCH

AGM plus interesting speaker

Subject to change



USELESS INFORMATION ☺

**When the conversation wanes, just ask
“Did you know that....?”**

**Newborn babies have
350 BONES
but by the age of 5 they have
merged to 206**

JUST FOR PUN ☺

***Broken pencils are
pointless***



WORKSHOP UPDATE *Jim Jones*

This will be the last “Workshop Update.” In future it will be “Workshop News”

The testing and tagging of all the 240v machinery, hand tools and leads has been completed. This now allows the Association to open the Workshop for Induction and Member’s use.

Ian Trail is proposing that we have Induction Days initially on Saturdays. This is to allow our members, who are working Monday to Friday, to participate in

these Induction Days.

We are planning to hold the first Induction Day on **Saturday 26th February**. Due to the layout of the Workshop, I would like to limit the first day to six Members undertaking the Induction. If you wish to attend the Induction Day on Saturday 26th February, please email me at workshop@woodenboat.org.au.

I had a meeting on site with the Annabel Craig, the Senior Project Officer in the BCC Lifestyle & Community Services. The meeting was to view the BCC construction and renovation work at the complex. This has been completed except for balustrade on the ramp to our new entrance/exit door in the Meeting Room and the keying for some Common Area locks.

I have applied to the BCC requesting;

1. Two disabled parking bays be established in Argyle St adjacent to the new entry/exit door to the Meeting Room. The Council indicated that we should have a decision within ten days.
2. The paint that is preventing the windows in the complex from opening be removed to allow natural ventilation.
3. Security bars be installed either side of the new entry/exit door to the Meeting Room.

Please address any correspondence regarding the Workshop to workshop@woodenboat.org.au.

THINK ABOUT THIS

**When one door closes
and another door opens,
you are probably in
prison.**

Vale: Glenda Mills

For those members who remember the Regattas at Caloundra run by the Coast Guard circa 2005-2010, you may remember Glenda who assisted Bill Rowland in the organisation of events and dinners. Glenda has passed away after a battle with cancer.



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
FEBRUARY	19 th M,S,P 26 th	SAFETY DAY – Coochiemudlo Is Launch- Victoria Point Boat Ramp Masters Ave Victoria Point Tide- 11.18 AM 2.47m Workshop Induction Day	
MARCH	5 th M,P,R 13 th	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 DAY OUT ON THE SAILING SHIP SOUTH PASSAGE Postponed due to few responding – stay tuned	
APRIL	2 nd M,P 13 th 30 th April May	LOGAN RIVER PADDLE • Launch- Tides- 10.15 DAY OUT ON THE SS SOUTH PASSAGE on Moreton Bay \$80 per person Boarding at William Gunn Jetty, Manley CANCELLED DUE TO LOW NUMBERS MALENY WOOD EXPO • Maleny Show Ground Maleny Stanley River Read WBAQ on Display CANCELLED DUE TO COVID	
MAY	9 th – 13 th M ,S,P 20 – 22 nd M,S 28 th	WIVENHOE DAM CAMP Captain Logan Camp Ground Logan Inlet Road Suitable for Motor (4 stroke) Sail Paddle BIBIE CLASSIC BOAT REGATTA Launch Spinnaker Sound Boat Harbour Sandstone Point or Bibie Is Suitable for Motor, Sail LOWER BRISBANE RIVER CRUISE Launch- Breakfast Creek Boat Ramp Sandgate Road Albion Tide- 07.55 PM 2.01PM	Maleny Wood Expo cont'd 20th – 22nd Bibie Classic Regatta



COMING EVENT DETAILS

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

19th Feb

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

For this event we will proceed to the Main Beach at Coochiemudlo Island have morning tea

**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~~

Unfortunately, we have had to cancel the trip on the South Passage at this time due to insufficient numbers.

We will try to reschedule later in the year or next year

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

5th 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 0474 307 626**

WBAQ MARKETPLACE

Members – advertise for free here for 3 months! Boats, tools, accessories etc

WBAQ 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 eisines@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



FOR SALE-SAILS **NEW ADVERT**

1. Pryde sail and wishbone for a Fiesta 5.8 model sailboard. Size 4.5m luff, 2.1m depth, area 4.8 sqm, all in good undamaged condition. Fits to mast with zip closure and hook-and-loop wrapover.

This makes a great sail and rig for a dinghy up to about 3.5 m or even more unique boats like this trimaran (you can't crash-hit your head with the block on the end of the boom). Price \$45, sail & wishbone included. Location Noosa, delivery can be arranged.

2. An older sail **free to a good home**. This is a high roach sail shaped with a single batten, dimensions are luff 4.35m, leach 4.19m, foot 2.5m, area about 5.5 sqm. It seems to be designed for fixing to the mast with mast hoops or lacing. This sail, made by George Manders for an unknown boat, was given to me by the legendary Jack Hamilton, but neither Jack nor I ever had a use for it. It seems unused though by now is slightly grubby. It could be good for a bigger dinghy up to 4.5m, or could be recut to some alternative size. Also located at Noosa, please call **Bruce McConkey** on 0405 385 194 or email bruceandsarah11@hotmail.com

Breakfast Creek BC asked if we could pass this around
NEW ADVERT

Free to good home. Brisbane River trawler at Pinkenba. Leave expression of interest in comments for contact on the Breakfast Creek Boat Club Facebook page.

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



MOTH MAST FOR SALE **NEW ADVERT**

We have a Moth series 2 or 4 mast (not sure definitively which one) located in Caloundra. The boat itself rotted away many years ago, but the mast has been hanging in a garage for many years. I don't know a whole lot about the mast. I am making contact on behalf of my mum, who owns the house and mast. Just wondering if there would be any interest in this item from any of your members - are there still any Moth's out there?!? Thanks for your help! Brett Newell brettandkirsty@hotmail.com

Contact Phone: 0432333747

MAGNETO FOR SALE – Suits Blaxland **NEW ADVERT!**

I have a Magneto, 'Tecnico' make, in good working order FOR SALE.

\$300 plus postage. Was a spare for my Blaxland Chapman 3.5 h.p. putt putt engine.

I can be contacted, Bill Griffiths, 12 Elworthy Street, Bargara 4670 or phone 0412456330

**NEW! FOR SALE - 2.4m plywood pram.**

Well presented and ready to go as seen at Cootharaba Messabout
Built as a tender and retrofitted with a balanced lug sailing rig. \$500-00 for the Lot or sell boat and rig separately for \$250-00 each.
Located Gympie.

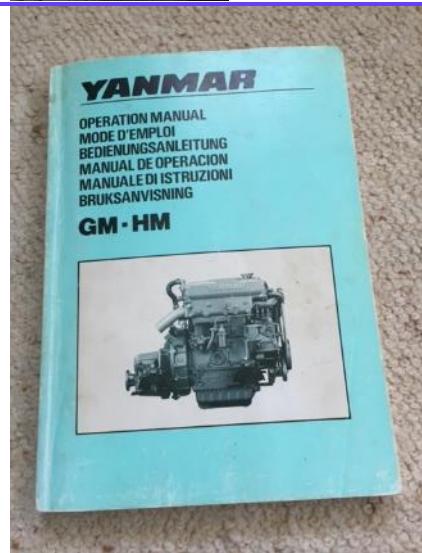
Email ldguy@bigpond.com
Phone Dave Guy 0437607280 (2)



The major bit of my "clean out the shed" stuff is the Yanmar 2GM20 Diesel engine. It's been sitting in my shed for about 10 years since it was removed from a newly launched catamaran when the owner said it wasn't powerful enough.

As it will need a good service before being installed, I'm looking for a reasonable offer over \$1000. It's complete with the instrument panel, wiring loom, flexible mounts, unused shaft coupling and service/installation manual. As it weighs a bit over 100kg, it would be best suited to a displacement hull of about 18 to 20 ft in length.
(2)

Peter Taylor 0420926433

**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 (2)



"PRICKLES"

WANTED – a BIG outboard Wanted 75 to 80 hp outboard for the FG Runabout –

Scott Garven 0418 184 547 (2)

Katie-L 24 foot Coutta Boat cira 1910. Clae 10-12 Fisherman engine, 2"Alpha carby. Fitted cover. Boat is on Top Gun galvanised tandem trailer with Powerwinch. Boat and trailer is not registered. \$6500.

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 (2)



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

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Noosa Yacht club Gaff Rigged Regatta Sunday the 5th of June 2022

The Noosa Yacht and rowing club in 2019 held the inaugural Noosa Gaff Rig regatta in conjunction with a local charity on the banks of the Noosa River. The 3 race on the Sunday regatta was a great success with merry time had by all competitors.

Unfortunately due to Covid 19 restrictions the follow up 2020 regatta had to be cancelled. For 2022 we have the Noosa Yacht and Rowing Club Gaff Rig regatta planned for Sunday the 5th of June from 1pm.

Entries are basically for yachts with Gaff, Gunter or similar rigs and can be constructed of any material. NYRC can arrange launching, mooring, accommodation, crew and anything else if required.

In the following video you can get a feel for the regatta, put together by Christopher Sly of Moonlight, not too serious racing, sailing in beautiful warm water conditions, great camaraderie and interesting prizes.

[View 2019 Video here:](#)

[Gaff Rig Regatta - Noosa Yacht and Rowing Club On again in June 2021- YouTube](#)

Register www.nyrc.com.au or office@nyrc.com.au Ph 5449 8602



NOTICE OF WBAQ ANNUAL GENERAL MEETING

DATE: 8th MARCH 2022 TIME: 7pm

VENUE: The BOATSHED, 39 ARGYLE STREET ALBION,

BUSINESS: Financial reports. Election of Office-bearers / Committee.

Nominations to The Secretary: secretary@woodenboat.org.au

or P.O. Box 210 Mt Ommaney Qld 4074

POSITIONS

*President, Vice-President *Secretary *Treasurer (*Those marked (*) have indicated that they will not be available for re-election*)

Committee: Membership Secretary, Log Editor, *Messabout Co-ordinator, BBQ Provedore, Publicity & Speaker Co-ord, Merchandise, Librarian, General committee person(s), Webmaster

TO: The Secretary, Wooden Boat Association Qld secretary@woodenboat.org.au
P.O. Box 210 Mt Ommaney 4074

I, (Name)

being a financial member of the Wooden Boat Association Qld hereby nominate

(name)

For the position of:

Seconded by:

If seconder is not available, submit form to Secretary to obtain potential seconder.

Signed:

Date / / 2022