

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

THE LOG

Email: info@woodenboat.org.au
Web: <http://www.woodenboat.org.au>
P O Box 210
Mt Ommaney Qld 4074

April 2022

You might not even know the words "clinker" or "lapstrake", but you will instinctively recognise the boat that's built that way, because...it's the one drawn up on the beach that turns your head, makes you reach for your camera and wish you could paint – or build boats"

Jonathon Gornall from "How to Build a Boat"



BRIBIE DAY SAIL - AT MELDALE
Story inside

Photo by Alex Malcolm



Wooden Boat Assn Qld Committee

- **President** Jim Jones 0408 443 291
- **Vice-President** Jon Elcock
workshop@woodenboat.org.au
- **Secretary** Mark Fort
- **M'ship Secretary** Trevor Green 0409 696 679
- **Treasurer** Alex Malcolm 0474 307 626
- **Webmaster** John Tennock
- **Web content/ Publicity & Speaker Co-ord**
Malcolm Hodgen 0400 075 931
- **Committee** Ian Trail, Ian Primrose (Log Editor),
Jon Elcock, Doug Graham
- **Messabout Co-ordinator**
Darrell Spiers 3298 5394
- **Community Liaison Officer** Ian Mortleman
or 07 3390 6977
- **Merchandise** Leo Sines
- **Librarian** Ann Tennock

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**~~

TEMPORARILY MEETING AT WYNNUM MANLY MENS SHED Granada St, Wynnum

Messabouts are held monthly. For details of these and other wooden boat events, refer to the calendar of events later in this newsletter 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 : "Chelsea' sailing at
Wivenhoe a few years ago**



FIND US ON FACEBOOK AT

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

FOR ALL THE LATEST PHOTOS, VIDEOS AND NEWS

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

FROM THE CAPTAIN'S CABIN

As you most likely know, the BoatShed at Argyle St had 545mm of water through it during the Brisbane 2022 floods. The Association did suffer some small losses of cupboards and tables made of chipboard and about eight chairs. No library books or woodworking machinery suffered water damage.

The Brisbane City Council have been very quick in cleaning the mud from the meeting Room and removing the carpet tiles and plasterboard sheeting on the walls up to 1200mm high. All the power outlets have been checked but the power is locked out and will remain that way until the walls are re-sheeted. The BCC is developing a restoration plan which will include input from the four tenants.

The Brisbane City Council have given us a rent relief for the first three months of this year. In addition, a \$5000.00 grant was offered to not-for-profit community organisations which were operating from or located within a Council leased or licensed community facility and were impacted by the recent severe weather event. This will be used to replace the lost cupboards and tables and cover the costs of equipment we purchased to help us raise our equipment. We intend to make bespoke library shelving that can be separated and used to transport and store our library books in the event of another flood event.

We have conducted a review and updated the WBAQ Argyle Street Flood Response Plan. The plan calls for eight members who live within easy access to the BoatShed to form a team of "Flood Responders." During a forecast flood event when it is calculated that water could enter the building, this group would be called upon to raise machinery or books above flood level or move them off-site. If you wish to be part of this group, please let me know. We would need to determine your best road access to the BoatShed.

Bunnings Newstead offered a Sausage Sizzle to the Association on Easter Sunday following a cancellation by another Community Group. We were planning to do at least two Sausage Sizzles in 2022. Easter Sunday is one of the busiest days in the year for Bunnings. If you have expertise in the fine art of cooking sausages and onions and you would like to be on the list of Members that we can call upon to help at a Sausage Sizzle, please let me know. We are also in the early stages of talks to develop a closer relationship with Bunnings Newstead.

The AGM last month saw long serving Members stepping down and new Members taking on the roles on the Committee. I would like to thank Ian Mortleman, Wayne Aberdeen and Trevor Green for their contribution in the respective positions as President, Treasurer and Secretary.

On a sad note, we were informed that long time Member and Editor of the Log, Martin Kortlucke, had passed away on Friday 25th March. Martin had been unwell for a period of time. Our thoughts and prayers are with Martin's extended family and friends.

Jim

NEW MEMBERS

Ben Healy, of Camp Mountain – owner of "Grace" LOA 15' Beam 5'5" Draft 2'4.5" a Sloop No motor Built 2021. Ben heard about us on Facebook

LAUNCHINGS



BRAVO / ZULU Naval Flags meaning "Well Done"

None advised!



WEB-WATCH

Go boating without getting wet!

[Couta Boat – Eva – GS858 – Seapad Archives](#)

Breakfast Creek in the Flood from the air

[Brekky Creek - YouTube](#)

"85% of People Get this Wrong Cutting with a Circular Saw" on YouTube

<https://youtu.be/FXd8jYqVVJs>

Offcentreharbour site show a short video of Tom's boat he intends to row across the Pacific. Thanks Dave M

[Tom Robinson's Rowboat MAIWAR, A Close-Up Tour - OffCenterHarbor.com](#)

VALE MARTIN KORTLUCKE

It is with deep sadness that we advise the passing of long-standing member, Martin Kortlucke after a long illness. Martin Joined WBAQ in 2002 and held the position of Log editor for many years. He was a powerful man and an active sailor and boat-builder.

Martin's story was recorded in "A Man and his Boat" article in September 2014 and it is re-printed later in this Log.

Martin's son, Charles Kortlucke's email address is ckortlucke@gmail.com if you would like to send your condolences.

BRIBIE DAY SAIL

Story & Photo – Alex Malcolm

Bribie Island Messabout 26th March 2022

With trepidation, due to confusing weather reports, threatening skies and intermittent showers a group of 5 boats gathered at Sylvan Beach for a picnic sail.

There was Dennis and Ian Trail and Patch (ships dog) in his Scruffie 16, Darrell in FOMO, Don and his mate in his Shimmy, Dave in his Goat Island Skiff and Alex in Mermaid all lined up on the beach. Tom Malcolm in his MacGregor canoe, complete with new rudder and sailing gear was happy to play along the beach. Doug and CC Wilson came and visited and related how his

putt putt had a trailer malfunction preventing him from joining in (bearings, what bearings?).

After completing rigging up Dave asked what the plan was, someone mentioned Toorbul, someone else mentioned Ningy Creek due to tidal conditions. We all set off. Following tide and wind made pleasant sailing. Unfortunately Dave had to return to shore to retrieve an important piece of kit. The fleet looked back and thought, he'll catch up, those skiffs are fast. Not so, he didn't see us making the mouth of Ningy Creek and joined another group of boats for the day.

Low tide meant that the creek was narrow shelved on each side by mudflats dotted with sea birds. The markers here were very accurate and all four boats were able to sail up to the Meldale ramp where upon disembarking and squishing through the mud we gained shore and enjoyed a coffee and morning snack.

On the turn of the tide, just past the ebb, Why Knot wood, and Shimmy set off. This left Darrell and Alex to weigh anchors also. For the record, to dispel any rumours or malicious claims, Alex decided to test the holding power of his ground tackle before departing. A witness, unnamed claims that he forgot to pull up his anchor. How absurd, coming from a former crew member who had once jumped ship in Pumicestone Passage, abandoned a vessel without the skippers permission and had to be rescued from the rising tide by same skipper. Well I never!

Getting out of Ningy Creek against the tide and wind proved difficult. Lots and lots of tacking. I am sure I heard a chatter of an outboard on the shimmy and that Fomo had a bow wave directly into the wind (water snakes in the sea grass).

Once in the passage still more tacking to stay off sand bars and mudflats. The tide was getting fuller and forward progress got difficult. How did the Scruffie get to the pontoon ahead of me when 500m behind?

In the distance I could see the rainbow sail of Tom's canoe heading towards White Patch, did he go to Toorbul?

Currents off the pontoon at Sylvan Beach run fast, bottom is shallow, centreboard up, tiller over, jib off, main sail light and still not able to gain the shore. The



great tempter, Darrell says, "I'll throw you a line", Mermaid succumbed and the last 50m were under tow. Oh the humiliating finale.

Some had fish and chips and some had bread, jam and cheese for lunch and thermos tea.

Dave made it back, we don't know if he won. Tom got picked up by his boss (person who does all) and enjoyed a beer at the ramp.

Notes were exchanged, boats loaded and secured and farewells made.

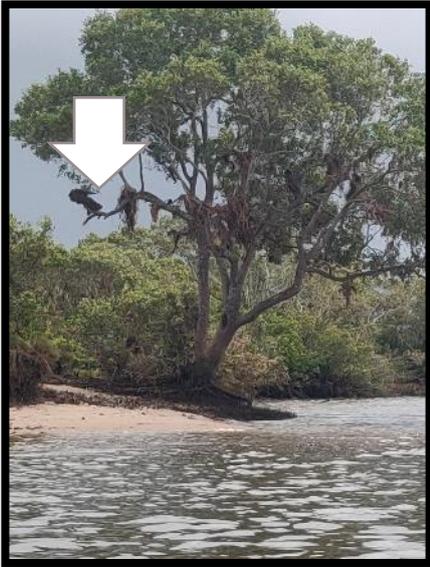
A great sail, not too hot, not too windy and good fun for all.

Thanks to everyone for the great company.,

few) Then it was off up the Southpine and yes, it did rain a bit but it was more refreshing than annoying.

The Southpine River undeveloped (except for a couple of sand quarries) and bordered by mangroves.

The height of the recent floods was apparent by the flotsam left 3m up trees.



NORTHPINE – SOUTHPINE
9th APRIL
Story Ian Primrose
Photos- Alex Mallm

The long-term forecast for the day was not so good with 50mm plus predicted but it did not eventuate so the Three Musketeers ("*all for one and one for all!*") decided to give it a go. Darrell in his electric-assisted Mekalec; Alex in his Dart 14 and Ian in a Chesapeake



We started out at Deepwater Bend on the Northpine River where the pontoon has been ripped out by the recent flood - no worry to us. We passed under the M1 grateful we were not in the traffic. The noise generated by cars overhead was deafening.

1.4 Nm (3 km) along, we stopped at a park for smoko opposite the Southpine and watched Cops on jetskis check the safety gear on passing boaties. (They got a

The mullet were jumping and the prawns were schooling. What a pity we did not have a net.

We turned back to the Northpine and it was a bit of a slog for the last couple of Km against wind and tide but were back for lunch at Deepwater Bend by 12.30

It was a good paddle of about 13km under pleasant weather and company.



Darrell paddling – Electric O'board on standby



BUILDING SPUR II

WAYNE JORGENSEN

Part 2 Building Spur II

Why?

I chose to build Spur II for many reasons - looks, the designer's skills, Ross Lillistone's recommendation and my interpretations and experience after evaluation of and building many rowing boats. My mate had also suggested that I was not right in the head to build another clinker boat.

Spur II is 15' 4" with 4'6" beam. Her layout and lines are in *Boats for an Open Mind* by Phillip C. Bolger so I could get a good idea of her capability. Phil was pestered by the public to add sailing capability and you will have read my comments on such in Part I. in March Log. Phil designed a sprit sail, lee boards and rudder that would work well but he was not supportive of them at all as they would be cumbersome and interfere with the rowing objective of the craft. Clever man!

At this point I should mention that I think Phil Bolger was a brilliant designer who would challenge many norms. Not all his designs were beautiful but all worked. He was usually his own worst critic and often neglected to mention the good points of his designs. It was a very sad day when he found he had dementia and took his own life.

Spur II was not an easy boat to build, even with my previous experience. Following are some points why:

- You will note the measurements are imperial and so are the plans. This is one of the issues with using plans from the USA. I could have converted the offsets to metric using a spreadsheet but in my experience this adds additional errors. Luckily I am of that age that I can work in imperial but it is taxing on the old neurons. The new mantra was check and measure 3 times cut once.
- The plans were for a commercial yard and do not have much annotation being basically 2 sheets including offsets. I could manage but only from previous pain and suffering (now inconsequential) building other boats. All the information is there but you have to look for it..... I definitely do not recommend a rank amateur building this boat.

- The planks twist significantly and some require more than 1 scarf to make up the length.
- I had to modify the internal furniture as I don't like boats without buoyancy and wanted a better foot brace.
- You have to loft the frames. This could be a deal breaker for some but slow and steady is the way.

I should add some good points.

- Bolger was a brilliant designer and during lofting I found his offsets great to use and very accurate. For Example: he always managed to give more reference points at the difficult areas of the frames.
- Everything I needed was documented but I had to think about it. No spoon feeding here.

The build - some notes and caveats:

Following is the way I built her. I am not an expert but have built a few boats and tried to learn on the way from very limited knowledge. Don't expect to see cabinet making skills or zero clearance joints. I have found the Clinker Plywood Boat Building Manual by Iain Oughtred and Youtube presentations on clinker boat building by Ian Smith to be very helpful. However, be aware that these guys strive towards perfection so don't get put off by the detailed and perfectionistic approach.

People sometimes ask what tools are required to build a boat. I don't use many power tools, but consider a drill/driver and good jigsaw essential (Mine is the best Bosch (800W) you can buy and not available in Australia). On this construction I have also used a power plane to flatten the bed for the keel and shape the outer stem, a stationary belt sander to shape bits and pieces, small table saw to rip keel, gunwales etc to size and small orbital sander and multi tool for some sanding. Most of the rest is done with hand tools including an assortment of very sharp planes, Japanese saws, sand paper, rasps, and the usual marking and measuring tools.

Painting

I don't bright finish my boats because, from my experience, varnishes don't last long in the Qld climate. I once asked John Welsford what he thought was the best varnish to finish a boat and he said "white paint" - enough said.



I tend to brush paint my boats with Northane and don't skimp on brush quality as this paint shows every imperfection. I do use a twin pack primer undercoat and single pack polyurethane for the top coat. While the single pack is not recommended for under the water line I have not had any problems as I don't leave my boats in the water and the single pack is tough, durable, easier to recoat and the solvent is not as toxic.

I started building by lofting the frames and the inner and outer stem on 12mm chipboard. If you stack them all with aligned bases and centrelines, you will get a good idea if the moulds are fair before putting them on the strongback.



There was 1 foot spacing between each of the 14 frames so much chip board was used. I have a 16' FLAT blue steel frame bed that is great for attaching frames courtesy of my mate Kevin. It certainly helps with getting the frames level and aligned and so does the laser level again courtesy of Kevin. I could tell that most of the lines were good thanks to the quality of the offsets so I didn't draw the full lines plan but chose to adjust the frames if necessary for minor discrepancies.

The photo below shows the frames in situ on the blue steel strongback. The inner stem is made of laminated Oregon and has been bevelled to fit the lie of the planks (see photo).



The photo below shows the transom and planks layout. You can see that I have started working out how the planks will lie using 11 mm finger joint pine. Plank lines were drawn on the plans but I was unable to transfer them to the full sized frames with any accuracy. You should be able to see that there is still more work to get the plank layout sorted. It is funny how a few mm can make all the difference in plank layout - especially the sheer line. Some people don't notice the differences but as John Gardiner once said, it depends on who is doing the looking. It is worth spending time at this stage as there is a long time to regret your haste.

In this picture you can see the keelson, and transom. The transom (attached to a piece of chipboard for mounting) is vertical and one of the few things that made building easier.



In the photo below you will see I have only worked out planking for one side as the opposite SHOULD be the same. Garboard planks are mounted and the centreline will be later planed to take the keel and outer stem. I make cardboard templates of planks



then rough cut ply. Planks are cut in pairs, scarfed and joined in situ. There is much adjustment of the ply using low angle block planes to ensure the planks fit and have a fair bottom edge. You'll work it out and I'm not going to go into scarfing other than say I prefer to do it with a sharp hand plane.



In the photo below I have completed much of the planking. I use large flat topped screws to hold the planks down during gluing. You can use custom clamps but they are fiddly especially when the epoxy is going off fast in our climate and there is no need if you are finishing with paint. There is plenty of epoxy on the hull but I like to ensure all gaps and screw holes are filled and fair. The BOW annotation is to ensure I know where the pointy bit is!



Starting to look like a boat with nice lines! I felt so chuffed!
The outer keel fitted well and the fairing is only 1mm max in parts.



She's not heavy so it was easy to flip her. I kept the centre mould to ensure she didn't change dimensions but it probably wasn't necessary. You can see she now has gunwales, brass rubbing strip and bulkheads for the flotation chamber. The fore and aft flotation chambers are not part of the original design but also add stiffening and torsional rigidity.



The decking is 4mm unlike the 6mm planking. I joined it on the cedar king plank in the bow. No joints needed on the smaller transom chamber. Inside flotation chambers are sealed with either 2-3 coats of epoxy or similar with leftover paint. I think the deck coaming finishes it off although it took some time to get it looking right. It is made of 3mm ply I had from another project - the ply usually bends better across the sheet than along it.



I've started with the twin pack primer.

Finished picture of Spur II on trailer below.



I followed with 2 coats of single pack primer undercoat, sanded between coats and then applied 2 coats of single pack top coat - all brushed. The seats are different from the plans. My design, but they are lighter, drain to the centre line low point and are easier to clean underneath than the original design. I've used them successfully in several boats.

I have also made some flash 8' lightweight oars with carbon fibre blades but that is another story.....

The final product below. She rows as well as she looks!

A BOARDING LADDER

Bruce McConkey

Bruce Writes: Here's a possible contribution to The Log.

It's generally agreed that it's very difficult to re-enter a swamped boat from the water, especially for us senior citizens.

A solution was published in Duckworks magazine back in 2012 by a gentleman from Newcastle. It is for a folding ladder fixed flat against one side of the transom, which can be released and unfolded from the water. It is still available with all construction details



at www.duckworksmagazine.com/howto/ladder/index.html, and a photo of it fully opened is below. The suggested dimensions should be adapted to fit any individual boat. I hope this might solve a problem for some of our members.



MARTIN KORTLUCKE – HIS STORY

*Re-Printed from The Log September 2014
as told to Ian Primrose*

Martin was born in Cape Town, South Africa in 1950. He says that the first movie he saw was *Peter Pan* and from then on he was **HOOKED** on square riggers ☺ (*excuse the pun – that was his!*). The seed was sown for large boats with multiple sails.

However, when you are small, you have to start small. At age 7 he was rowing a small dingy on lakes in Germany and 2 years later in the Channel Islands he converted a LiLo to a square rigger but unfortunately it would only go downwind.

The same week he got his driver's licence he put board racks on the family car and bought a Sailfish. It was tired and leaky so he built a new one and taught himself to sail. He then went to the national titles and learned some more and developed his sailing skills further.

So that his brother, Peter could join him as crew, Martin moved up to a 14 ft dingy. However he got tired of capsizing all the time, so he went into multihulls.

Martin is probably the only member of the WBAQ who has experienced an actual ship-wreck when, 1971 he was crewing on the three-mast barque *Endeavour II* from Brisbane to New Zealand, it was wrecked in a storm on the Parengarenga Bar and he had to swim the last two miles to shore.

Wikipedia Says:

Endeavour II was a three-masted auxiliary barque built in Vancouver in 1968 and originally named **Monte Cristo**.

Her hull was constructed of mahogany planking on heavy fir frames with spars of Sitka spruce. Her three-sectioned mainmast rose 84 feet (26 m) from deck to truck. Her deck measured 94 feet (29 m) which bowsprit and jib boom extended to almost 140 feet (43 m) length overall.

She was rigged as a three masted barque with square sails on the mainmast and foremast, a gaff rigged fore and aft spanker on the mizzenmast, four jibs and a variety of staysails for a maximum of seventeen sails set totalling 9,000 square feet (840 m²). The sails were controlled by around 5 miles (8.0 km) of running and standing rigging, all of natural manila rope and galvanised wire. There were no mechanical winches, all hauling being by block and tackle and man power.

The auxiliary engine was a GMC Jimmy 6-71 diesel. The only electronic aid to navigation was a marine VHF radio.

After being renamed *Endeavour II*, she sailed across the Pacific to Sydney to take part in the bicentenary re-enactment on 29 April 1970 of James Cook's landing at Botany Bay, Sydney. She subsequently cruised up the eastern seaboard of Australia to Brisbane, giving costumed on-board tours to paying visitors at each port of call, and then sailed for Auckland, New Zealand, under American skipper Jeff Berry.

This proved to be her final voyage and she encountered a number of delays. Soon after sailing she was becalmed and carried southwards by a freak seventy-mile-a-day current. In the Tasman Sea the crew sighted distress flares and searched for over twelve hours without success; the consequent depletion of fuel reserves was to prove crucial later. On rounding North Cape she encountered a full gale and failed to make the intended Houhora Harbour.

After rounding North Cape, New Zealand, *Endeavour II* found it impossible to keep position in 40-knot easterly winds when fuel ran out, and she tried to anchor. Her anchors dragged and she was driven onto the bar of Parengarenga Harbour, a few miles south of North Cape, in the early hours of 22 February 1971. By 1pm she had settled on her side and began to break up. The crew of thirteen men and one woman reached the shore without loss.

She was the first square-rigged sailing vessel wrecked on the New Zealand coast for more than fifty years.



***Not put off by this near-disaster,
Martin continued to sail.***

Martin's greatest boat-designer influence has been Phil Bolger and, at different times, he has owned a Bolger Romp and a Bolger Micro. He has built a Sailfish, Gloucestershire Light Dory, Elegant Punt, a Gypsy and the well-known Bolger designed Folding 30' Schooner (pictured).

Martin has had a 50 years career as an engineer, investigating things that failed/ went wrong and finding ways of fixing them. This is no doubt a useful attribute to have when sailing and building wooden boats. He retired in 2013.

Martin has crewed in 6 Brisbane to Gladstone races as well as many off-shore races but these days he is content to just get out on the water for casual day-sailing or racing.

Martin joined the WBAQ in 2002 where he has played an active role, being editor of the LOG for many years.

Martin's amazing folding 30'schooner

From this...(Bribie Regatta 2009. Photo Ian Primrose)



To this...



**Martin's story continues with his account of
the *Folding Schooner's* race result....**

"There is an institution called **WAGS** (Wednesday afternoon gentlemen's sailing) run by many Royal Yacht Clubs (and being "Royal" some noses are suitably elevated). This particular one was a race of 14 nautical miles around an elongated triangle with a handicap start.

We decided to ambush the race and entered. They asked what kind of boat it was & we replied "**a 30 ft trailerable gaff rigged schooner that we had not sailed very much**", all true, but not necessarily the whole truth. Stereotyping by the committee resulted in a handicap of +3 minutes.

Handicaps range from scratch for trailer-sailers to +45 min for the fastest multihulls. The fleet was 10 assorted multihulls and 25-30 assorted keelboats with a range of handicaps. Wind was NE @ 15 to 18 knots with a 1 to 1.2 m swell. When the wind is NE the course is a short 3-4 mile beat and the rest broad or tight reaching.

Basically it was a great day... 4-6 knots to windward, holding our own but not pointing quite as high as the fleet using foresail & full main only... at the windward mark we set the jib and speed picked up to about 8-10 knots on the tight reach... at the wing mark one 40 ft catamaran was starting to run us down but on the broad reach speed picked up to 10 knots average with bursts to 11.5 (all by GPS) and we held him off until about a mile from the finish. Their entire crew was standing and saluting and cheering us on. We crossed the line and promptly lost concentration in the gybe, tangled the mainsheet and capsized. Like a rat in a treadmill, I got to the centreboard without getting wet. The masts were well submerged (say an angle of heel of 120 degrees). Just my weight on the board was enough to stop the roll and start it back upright. My



brother (from long training 30 years ago in our 14 ft skiff) had release all sheets and when he saw it come back up just rolled back into the cockpit & came up with it. I sheeted on the main to bring her head to wind and reduce the drift. The other two crew swam to the boat and were hauled aboard. The boat had less water in it after capsize than before (from spray)... proof that side decks and generous buoyancy tanks really do work. Total time for the capsize and recovery was less than 3 minutes. The best bit of the day was the result...we beat the keel boat fleet in by 33 minutes... **ambush successful...bang goes our handicap for next time**".

NEWS

BRIBIE CLASSIC REGATTA NEWS

"Bribie Regatta is full steam ahead BUT would love to see some **Steam Boats** on the water. Nothing like a puff of steam and the sweet tune of the steam whistle. Do you know someone with a steam driven boat? Please encourage them to come along to the Bribie regatta in May."

- NEW LOOK WEBSITE (www.BACE.org.au) and how Facebook and Instagram are helping in promoting our 23rd Regatta.
- **/Registration** OPENS at 8am Friday 18th March on the WEBSITE.
- This year we have introduced TRY BOOKING to collect your data and registration fees. (Hope it works OK. Please ring me (Doug Wilson 0407118904) with any problems and I will try to find a solution.
- Don't forget **Meet & Greet** at 5.30pm at the newly refurbished Bribie Island Hotel
- **Briefing** at 9am Saturday at Spinnaker Sound.
- **Free lunch** again at Toorbul after a cruise to Donnybrook or Poverty Creek.
- **Saturday Dinner** (6pm) this year is at the really nice BRIBIE RSL. (Free coach from Pacific Harbour Marina.)
- Sunday a **GRAND PARADE** to Sylvan Beach about 930am
- Please be anchored by about 1015.

It's shaping up to be the biggest and best weekend ever. **Register as .soon as you can. Tell your friends! Adjustments to your booking and Refunds will be available up until bookings close on May 14th or if we have to cancel the regatta** See you soon

THE CALOUNDRA BAR MKII
Photos Phil Brown

Photos taken from The Moorings, Sunshine Beach



On a low tide



Ships ahoy! Cause and effect?

SPEAKER PROGRAM

MAY	Graham Kokr – Model Square Rigged Ships
JUNE	Eddy Vandervee – Marine Instrument Electronics

Subject to change



USELESS INFORMATION 😊

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

**YOU BLINK 10,000,000
TIMES PER YEAR**

WORKSHOP NEWS
Jim Jones

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

The BCC have indicated that the inside sheeting of the exterior walls in the Workshop will be removed due to water damage. We have moved our machinery to allow the Council access to those walls.

In the meantime, Members have been having working bees on Thursdays cleaning bookcases and chairs. We have added castors to the majority of the machinery to allow the machinery to be easily moved.

The chair carrier had been cut in two and both sections have been modified to carry three tables along one side. This will make it easier to move the tables and chairs out and back in when we have BBQs.

The welding gas bottle trolley has been modified to a more user friendly trolley. With its width, it can now easily carry stacked chairs.

At this stage we do not have a date when we will commence induction on the machinery.

Jim

THINK ABOUT THIS 😊

Every box of raisins is a tragic tale of grapes that could have been wine.



Low cost rustic additions for your boat
Thanks, Ian M

WHAT HAPPENED AT THE LAST MEETING

Ian Eastlake, boat builder extraordinaire who did his time with Norman Wright many decades ago, gave us an entertaining and informative talk on some of his builds.

In 2013 he completely restored a yacht measuring 32ft x 6ft of Norwegian origin called "Nemesis". It involved replacing 90 ribs and a new deck. The good news was the planking was sound – the bad news was that the owner wanted it finished bright. The result was beautiful.

Ian illustrated another build being a Wright design and spoke about some Roy Bliss boats.

Joining us was David Bliss, son of Roy and himself a boat builder from the same era and stable as Ian

JUST FOR PUN 😊

*Time flies like an arrow.
Fruit flies like a banana.*



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
MAY	2 nd – 6 th M ,S,P	WIVENHOE DAM CAMP Date Changed Captain Logan Camp Ground or Lumleys Logan Inlet Road Suitable for Motor (4 stroke) Sail Paddle	20th – 22nd Bribie Classic Regatta + Voting Day
	20 – 22 nd M,S	BRIBIE CLASSIC BOAT REGATTA Launch Spinnaker Sound Boat Harbour Sandstone Point or Bribie Is . Suitable for Motor, Sail	
	28 th M,P	LOWER BRISBANE RIVER CRUISE Launch- Breakfast Creek Boat Ramp Sandgate Road Albion Tide- 07.55 PM 2.01PM	
JUNE	4 th M,S,P	PORT OF BRISBANE TO KEDRON BROOK CRUISE Launch- Port of Brisbane Boat Ramp Port Drive or Pinkenba boat ramp Kirra Street Tide- 12.14 PM 1.65m Suitable for Motor Sail Paddle	
	20- 24 th M,S,P	BROADWATER CAMP North Currigee Camp Ground Suitable for Motor Sail Paddle	
July Aug Sept	24 th 12-19 5-9	CHRISTMAS IN JULY – Lunch at the Boatshed CALOUNDRA WEEK LAKE COOTHARABA	



COMING EVENT DETAILS

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

**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



2nd May WIVENHOE DAM CAMP **Date Changed** Captain Logan Camp Ground Logan Inlet Road or Lumley's We hear that Capt Logan ground may be closed so it might be necessary to use Lumleys. Enquire at office Suitable for Motor (4 stroke) Sail Paddle. The water level is up after a long time of drought so it is a good chance to revisit a much loved site. The 2nd May is the Labour Day Holiday but most campers would be checking out as we arrive. Alternatively arrive on the Tuesday. Come for a day or stay the week.

The **23rd BRIBIE CLASSIC BOAT REGATTA** preparations are well underway. It would be great for you to come to this year's Regatta, so please note the dates **20-22 May** and make your accommodation plans early. Registration will open on our webpage on **March 18th**.

Please go to www.BACE.org.au and follow us on **Facebook for updates. Tell your friends please.** Looking forward to seeing you again in May..

Cheers

Doug Wilson NB This is election day – Vote early or go postal and come along

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

Ready to Row

For sale- Fifteen foot clinker row boat designed by Ross Lillistone. This lightweight boat is constructed of 6 and 4mm Austral marine ply and rows like a dream. It is fast, capable of taking 2 rowers yet is stable and has full buoyancy tanks. Price is \$950 which is just materials cost. Oars, if required are extra.

Contact Wayne Jorgensen 0408153283

or jorgo.188@gmail.com (2)



PLANS - FREE TO A GOOD HOME - PLANS FOR A VERY SAUCY MINI TUGBOAT

Years ago I bought plans for a CANDU JR mini tugboat (11'0" x 5'6") designed by Berkeley Engineering, however they have never been used so it's still legal for someone to use them. The boat plans with only a 15 HP motor, and would be ideal for use with a modern electric inboard or outboard engine. Included are plans for a Glen-L electric drive. If anyone would like more information or to use these plans please call Bruce McConkey on 0405 385 194.





FREE putt- putt just needs bit of work.

4.6m long. Ply glassed over no motor but has clutch shaft and prop.
Unknown design. Needs bottom repair and clean up comes with ply to finish repair. Can assist with delivery as there is no trailer.
Ian Mortleman 0413 457 656



GIVE-AWAY Bill French 0414380820 who has a sailing dinghy for donation in the Chambers Flat area.

The dinghy is in the chambers flat area. It is on a trailer but the wheels are a bit suspect. Complete with mast and rigging, some sails and helm and keel. The bottom would need replacement as it has been water damaged. frame looks ok. It was caught in the recent flood but is dry now. The lady has sold the property and has until the end of April to. The Sonner the better. I will forward some photos soon.

Bill French frenchbase2@gmail.com

Could be good for parts but take the lot to clear



PLANS WANTED FOR OUGHTRED GUILLEMOT

I have taken over construction of a part built clinker Oughtred Guillemot dinghy, however the plans have been lost over time. I tried to contact Ian, without luck so far, so am looking for someone that may have a set tucked away that they would be prepared to give or sell me to assist in finishing construction. Any help through you contacts would be great

Peter Sutherland Tel: +61 7 38225030 suthop@bigpond.com

This is the project – Need plans to finish



FOR SALE-SAILS

(2)

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



MOTH MAST FOR SALE

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

(3)

MAGNETO FOR SALE – Suits Blaxland

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 (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.

- Aquacote Water based high build epoxy primer and water based 2 pack polyurethane top coat. Very high performance two pack paints without the fumes and health worries.

- Cop-R-Bote antifouling. Copper metal permanent antifoul that really works.

- Fibreglass Woven and knitted reinforcements, the widest range of weights and constructions.

- Timber and Plywood. Marine plywood and long length clear hoop pine, WRC and Kiri.

- Silicone Bronze and Copper fastenings. The largest range in Australia.

- Davey traditional bronze ship and boat fittings. Plans. We can supply a wide range of boat plans. Come and browse our catalogues. Save money with our material packages.

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

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

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

BoatCraft products now available ex stock from our Noosaville location

Bote-Cote Epoxy – Epoxy Glue – Purbond – Aquacote – Fibreglass – Timber – Marine plywood

Shed 3, 7 Bartlett St, Noosaville 4566 Tel 0405 385 194 (call to check opening times)

Tudor Insurance Australia (Insurance Brokers) Pty Ltd



Specialists in hassle-free insurance for wooden boats

1st Floor, 9 Clyde Rd Berwick, Vic 3806

Postal Address: P.O. Box 256, Berwick Vic 3806

Contact: David Cooper

Phone: (03) 9707 3033

Fax: (03) 9707 4568

E-mail: davidc@tudorinsurance.com.au

Webpage: tudorinsurance.com.au