

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

THE LOG

Email: info@woodenboat.org.au
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P O Box 1007
HAMILTON CENTRAL 4007

AUGUST 2024

***"I CAN SIT ON A BOAT OR A RIVERBANK AND PROBLEMS THAT SEEM
INSURMOUNTABLE JUST DON'T SEEM THAT IMPORTANT ANYMORE"***
- *Van Heflin*



***CALOUNDRA MESSABOUT
Story inside***

Photo by Jim Jones



Wooden Boat Assn Qld Committee

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- **Merchandise** Leo Sines
- **Librarian** Anne Tennock
- **Log Editor** Ian Primrose 0491 120 888

Workshop

workshop@woodenboat.org.au

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

Providores Ian Trail,

WBAQ Disclaimer

Opinions and Advice: Opinions and advice expressed in "The Log" and the Association's meetings are those of the individual originator's only. The Editor and the Association's Committee do not necessarily endorse views expressed at such forums.

Participation in Events: Participation in events organised by the Association may involve certain risks inherently associated with the perils of the sea or weather which include the possibility of damage to, or loss of, vessels and equipment, as well as injury or death to persons. Such risks will require the exercise of the prior judgment of members on behalf of themselves, their guests and invitees, whether to commence or continue any particular activity irrespective of information supplied by the Association, its Committee or officers. The Association, its Committee and officers accept no responsibility for damage, loss, injury or death arising from these risks.

Editor's Note

Your contributions to the LOG are sought and welcomed. Articles in MS word with JPEG photos are the preferred format. Email if possible. The Log is generally finalised the day after the monthly meeting. Editor Ian Primrose
Phone 3263 3381 m 0491 120 888 Contributions to:
imprimrose@powerup.com.au

Contributions to "The Log": Contributions to "The Log" by members of the Association on relevant topics are most welcome. Contributions may be edited before publication at the Editor's discretion. By submitting any material for publication the Contributor warrants that he/she is the copyright owner, and consents to both the editing of the material and its publication in 'The Log' and on the Association's website, on a royalty free basis.

HEADER PHOTO :
Sailing at Pt Talburpin Nov 2022



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FROM THE CAPTAIN'S CABIN

“The only thing certain is change itself”

Change - a short six letter word that describes how life becomes different, the day to day weather, the way we do business, the way we communicate, the way Bribie Island became Bribie and North Bribie.

North Bribie appears to be a new suburb of Caloundra since the old Caloundra Bar is no longer. The Association Members, who participated in the Caloundra Week Messabout, certainly noticed a change in the channels and sandbars in the Northern section of what was Pumicestone Passage. Several new channels have opened up leading to the North from the new Caloundra Bar. Picking the correct channel can be tricky, especially during neap tides.

Changes can happen over a one's career. In my aviation career, I started navigating by using World Aeronautical Charts, mark one eyeball, a pencil and ruler, a compass and a watch. Radio Navigational Charts and the associated ground based radio navigation equipment followed. Satellite based navigation (GPS) is now ubiquitous. With these changes, one had to learn the theory, the operation and the pitfalls of each change. But changes may not make life easier. The Operating Manual for these new systems can run to thousands of pages. If an error message is displayed on a screen, generally a check-list is required. If a pencil became blunt, one sharpened it. Problem fixed!!

I have noticed changes in the Membership demographic of the Association. There was a cohort of Members who went on every Messabout and came to every meeting. These familiar faces are no longer seen at the Messabouts nor at meetings. Age and concerns of driving at night has brought about this change. But a relatively younger cohort is joining the Association. As the Members have a common interest, I don't think that the aims and endeavours of the Association will change. Wooden boats are still wooden boats.

Are all changes good? The original mobile phone has morphed from a communications device, a phone in your pocket, to a device that is causing a lot of apprehension. This is a device that people have to control rather than the device controlling people.

There will be good changes coming soon to the Association. John Tennock is progressing with the implementation of a new Membership system. It is envisaged that this change will make the job of Membership Secretary easier. Part of the new system will be the options of payment of Membership fees. In the result of the payment preference survey, direct debit was the most preferred, followed by PayPal, then a Credit Card and then cash.

SAIL ON, JIM

WORKSHOP NEWS

The LAZY E repair/renovation is progressing slowly with a small team working on it.



The stringers have been replaced and the void epoxy-coated, ready for the ply to go on'

Update: In the past week, a pattern was made from 3mm MDF and transferred to the ply. The bottom section is now enclosed.





LAUNCHINGS

NAVAL flags meaning "Well Done"



None advised

WEBWATCH

Go boating without getting wet.

Warning: Includes some time-wasters...

TABLE SAW MISTAKES

Discover the top 13 mistakes to avoid when using a table saw and ensure your safety in the workshop. From kickback prevention to proper equipment setup, this video provides valuable insights for woodworkers of all levels.

[Avoid Table Saw Injuries: 13 Common Mistakes Exposed \(youtube.com\)](#)

Strip – planking in quick time

[The Art of Strip-Planking \(youtube.com\)](#)

How to use a Ticking Stick to duplicate a pattern

[Tick Sticking, a Carpentry HACK \(few people know\) - YouTube](#)

Somewhere in France – Yachts leaving harbour bar.

A time-waster!

[INCROYABLE !!! LES SKIPPERS FACE À DES VAGUES IMPRESSIONNANTES AU PHARE DE CAPBRETON. BIGWAVES. 🌊🤖 \(youtube.com\)](#)

A sad yachting story

[This Line Killed 2 Sailors \(youtube.com\)](#)

Mistakes by people (hope they have insurance)

Time-waster!

[Expensive Boat Fails Caught On Camera | FailArmy \(youtube.com\)](#)

VIDEO: BRIBIE CLASSIC REGATTA

In the Log last month there was a link to a video of the 25th Bribie Classic Regatta. However the link was a little obscure. This Link will take you to the Coastwatch site directly.

[Bribie Classic Boat Regatta - Coastwatch](#)

Or go to Youtube here:

[Bribie Classic Boat Regatta \(youtube.com\)](#)

REPORTS

FLINDERS DAY, COOCHIEMUDLO ISLAND

Story Phil Brown

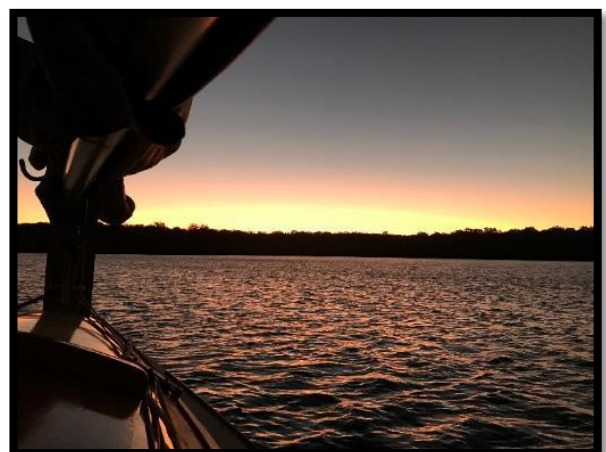
Photos Maurie Munro

Mathew Flinders landing re-enactment was on July 21st. The ceremony has Capt. Flinders in costume being rowed to the beach in a renovated dinghy with two sailors. On the beach a sextant is used to take a noon reading and noting the location.

The Wooden Boat Association of Queensland has had members attending the event for a number of years, and this year a few members attended with their boats, also there were members from, Tandara Sailors represented with their boats. I felt that the numbers were down on previous years, possibly a result of the preceding week's weather.

The market stalls were not over busy, and there was no live music.

S B Explorer and *S B Playstation Too* and their respective Skippers elected to stay out overnight, so after an unexpected invitation and acceptance to lunch on "Infusion Whitsunday", which was more gastronomically appreciable than what we had provided ourselves, we took our leave and sailed across to the northern end of Macleay Island. The sail was pleasant and a decision was made to anchor in Perulpa Bay.



Morning view from Playstation Too - Photo Phil Brown



After a calm restful night, a dawn awakening, breakfasting etc. we headed out. Another good sail to a morning tea break at Karragarra Island. The wind had eased considerably so we were motor sailing, the tide was sufficient for us to cut across the sand bank, instead of through the W's. Alex was returning to Redland Bay and with me to Victoria Point, so I increased throttle to about 3 knots, until off Thompsons Beach, where I thought it prudent to check the fuel before heading to the pontoon. After adding fuel the breeze was sufficient for a sail back the last mile.

All in all a pretty good coupladaze, also an appreciation found of tethering one's vessel securely.

Happy Sails.



The crew stands by



Flinders' cat looks stuffed!



Boat lands Flinders on the Island



The crowd gathers – many in period dress

CALOUNDRA MESSABOUT
4th - 9th AUGUST
Phil Brown



High & Dry as the tide runs out
Most of the participants from the south arrived on the Sunday and decided to not launch until Monday morning. The decision was made because of the change to tidal flow and sandbars since the breakthrough on Bribie Island. The opening is now



about a kilometre wide. The old bar entrance to Bullcock Beach is completely closed.



Low tide – sand, sand, everywhere sand

Monday morning had four sailing boats launched, 'Explorer' a Phil Bolger Bobcat, 'FOMO' a 10ft trimaran, Jim's 16ft Mirror, 'Playstation Too' an 18ft Norwalk Island Sharpie and 'Bitzer' a three section nesting canoe, electric powered. The tide was almost at its peak but we managed to sail to Bells Creek for morning smoko, on departure we tried to continue south down the Passage with the wind on the nose. When constant tacking succeeded in taking us north we thought it prudent, and more enjoyable to run with wind and tide back to our anchorage. We anchored near the Caloundra Powerboat Club, as we have in past years. The highest tides were in the night, and when we exited the Club after our meet and greet dinner that night our boats were rocking and rolling to the swell from the breakers at the Bar.

Tuesday morning saw the same flotilla leave, sail about 150 metres to the boat ramps south of Military Jetty, where three of our local member had launched, this is a more sheltered launch ramp. The boats, a Pooduck Skiff, 'Willy Wagtail' a Ross Lillistone Phoenix Three, and a Tango Skiff 14ft power boat, also another boat 'Leighton' a Michael Storer Navigator had joined us. The locals went pretty much straight across to the island where a sand beach has formed after heavy wind

and high tides pounded the east coast earlier this year. Is there going to be another break through?

Us southern sailors headed in the same direction as before and only managed to get a little further than the day before, but still a good sail and socialising with members with the local knowledge.



Wednesday again sailing in the same direction with the tide being later and the breeze a little more favourable we managed to go a bit further, still with a fair number of tacks. This day we also had an extra boat 'Kathleen' another Bolger Bobcat.



FOMO and 2 Bobcats

When plying the northern end of the Pumicestone Passage we often went down to Lighthouse Reach for morning tea or lunch, this trip we were informed that since the formation of the new Bar there is about 50cm of mud at the landing site, so we didn't venture that far. Dinner was enjoyed at the Pelican Waters Tavern by our group of about twenty.



Thursday we elected to try to go north along the mainland side of the passage to Bullcock Beach, figuring on the rising tide to help. Three boats went that way and had a little wait or walk the boat through the shallows, but managed to reach there and enjoy smoko on what was the northern end of Bribie Island.



Jim's Mirror 16, "Czarina II" in shallow water

The other two boats went around the beacons, hoping there was a channel. The light-weight FOMO grounded and dropped sail, after a while was able to walk the boat to deeper water.

The ballasted boat "Playstation Too" went about to retreat but the wind caught it and pushed it on to a sandbar. The wind combined with the swell from the breakers, made it difficult to drag or push to deeper water. Most fortunately two fishermen in a RIB came to the rescue, a tow line was tried, and nearly worked but, again, the wind and waves pushed both boats sideways toward one of the many dislodged trees from the breakthrough. They anchored their vessel and we managed to push the stranded boat clear. The Skipper, deciding he had had enough returned to the starting point, had a few deep breaths and morning tea. The other boats returned all under their own method of power, through the water as they should.

We will discuss the merits of returning to this venue, though, with the highest tide of the day around the late morning or midday and the wind a

slightly different direction, all could be good, even so we still enjoyed the sailing and good company.

BOAT TRAILERS

*An article by Guy Light in
Small Craft Advisor*

PART 2 – WHEEL BEARINGS

These are basically the only moving parts on your trailer. Due to lack of maintenance, I know you've seen the poor guy on the side of the road with no wheel on his trailer and a stub axle ground to a molten mess...maybe walking down the freeway looking for his wheel and tire. The key to avoiding wheel-bearing failure is maintenance and always having lots of grease that is water free. At the beginning of each season when you check your springs for cracks, and while the axle is jacked up with a jack stand under the axle, give tires a quick spin and listen for any grumbling or growling noises. Also, with one hand at the top and one on the bottom of each tire, see if there is any clunking sound as you push in and out in opposite directions. Noise and looseness are signs of a problem. If you think there is a problem, go to a credible trailer shop and have it checked out; they can repack or replace the bearings if necessary, or maybe show you how to deal with repairs on your own.

One of the big items a bearing needs is grease. When a bearing goes down the road, it gets warm or maybe a little hot. Now, there could be some air in the bearing hub, helping it get even hotter. Then you back the trailer into cold water and "bingo!"—now that air is cool. The air inside contracts, creating a negative pressure in the hub. What happens? The wheel seal gives up and says, "C'mon in, water!"...and that is the start of watered-down grease, rust build-up and wheel-bearing failure. There are some simple devices that can stop this problem. The common name is Bearing Buddies—basically a spring-loaded grease cup. After you pump the cup with grease, the spring puts pressure on the grease to eliminate voids and air in the bearing hub, adding pressure on the grease side of the seal to compensate for the water pressure on the other side. I recommend that you carry a small grease gun and use it to grease the wheels and the spring pivots after each salt water dunking. It really only takes a minute or so.



Standard, good, and much better taillight

LIGHTS AND WIRING

“Yes, sir, officer, I’ll fix the problem as soon as I get home. Oh, and thank you for just a warning!” Don’t you just hate the embarrassment that goes with being stopped for tail lights that don’t work? Bulb and wiring problems start the day the trailer is being assembled by the manufacturer. They use “Scotch locks,” not solder and heat shrink, and they employ incandescent bulbs in non-sealed lamp fixtures, not LEDs in sealed housings. And while I guess you can’t blame them—it’s a matter of economics, not longevity—I’ve never owned a new or used trailer that didn’t need a redo on the wiring and lighting to improve longevity and reduce ongoing maintenance. One of the other problems is routing and securing of factory wiring. Eliminating those little clips that let the wires hang down and get grabbed by errant road debris is a must. Conduit from houses or hard plastic tubing from a yard sprinkler system work wonders to protect the wiring under a trailer.

You can get away with incandescent bulbs or non-sealed lamp units (at least for a while) if you remember each time you back the trailer into the water to disconnect the wiring from the car, so that when you have your foot on the brake, the bright and hot bulbs don’t hit the cold water and go “Poof – lights out!” Also, if you’re in saltwater, the metal contacts inside the housing tend to fail when dissimilar metals are greeted by saltwater and electrical current. This is why totally sealed units are such a maintenance-free godsend.

BUNKERS VS ROLLERS

Whether you need bunks or rollers to support your boat is a function of the design and type of boat. The rigid hull of a powerboat that’s designed to take a pounding at speed over waves can usually be supported by lots of rollers, but a wooden hull or

sailboat that is a displacement hull—not intended to jump over small buildings—can be deformed over time by the contact pressures of a roller. In thinner, more flexible hulls, bunks afford more surface area and thereby less pressure per square inch on the hull. So, as you look at your newly purchased trailersailor, make sure the trailer is properly and evenly supporting the hull.

TRAILER STRUCTURE

Channel or Tubing – The choice between these two structural shapes comes down to the environment in which they will be used. I heard about a fellow who was stopped by police, who wanted to know why he was towing the bare tongue of a trailer down the road. Well, as he put it, he had a boat on a trailer back at the boat ramp, but it was painfully obvious he now had only had the stub end of a trailer hooked to his car. It turns out the man’s trailer was constructed of square tubing and after many dips in salt water the yoke had rusted out from the inside and allowed his boat to part company while going down the freeway. (They went back and found the boat and trailer, rolled into an indiscernible ball in the median.)

An open section such as a channel is more flexible in a twisting motion than a closed section such as a square tube, but the open section can be hot-dipped galvanized on all sides, preventing rust. Open section trailers tend to be more flexible. Knowing that helped promote my re-engineering of supports for the Monty, to stop a hobby-horsing motion that the boat would do over certain road imperfections.

Small Craft Advisor is an online source of boating stories and information – worth a subscription

ALEX’S COOK BOX



Box closed



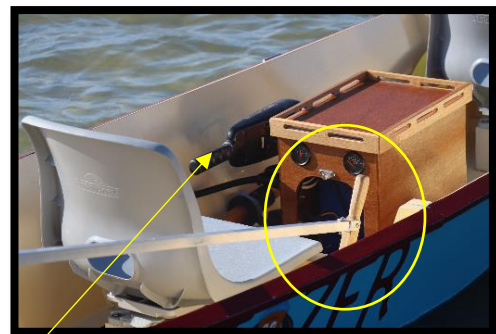
Room for stove, pots and tucker



David Guy's Boat "Bitzer"



The electric drive leg, pushrod and steering arm



Power controller moved to port side of battery box. Steering lever on starboard side runs back to the leg.

A WELL-TRAVELLED BOAT



Alex Malcolm has celebrated the first anniversary of the launching of *Explorer* – his Bolger Bobcat.

Alex did not sail *Explorer* on 293 days in the past year but that means he did sail it on **72 days**

In addition, he has sailed it on more days in the past year than he spent building it. That is an amazing performance result.

Dick Reynolds in his Bobcat is also a contender for "most used".

DAVID'S GREAT IDEA GOING ELECTRIC

Member from Gympie, David Guy fitted out "Bitzer" with a modified electric drive and some clever ideas.

WOODWORKING HANDY HINT
From Leo

Decant your wood-working glue into smaller bottles and squeeze the air out as you use the glue. This prevents the glue from going hard from air contact.



Small plastic bottles filled with glue



Squeezing the glue (and air) out

BOOK REVIEW: NEW PLYWOOD BOATS

Ed Elcock

“New Plywood Boats and a Few Others” by Thomas Firth Jones is a book that can be found in the WBAQ Mac Finch Library. The book describes the design and construction of a verity of boats including row and paddle boats, daysailers, runabouts, long narrow powerboats and sailing multihulls. The following are notes I made while reading my copy.

P4. Formula for non-planing hull speed in knots is 1.34 times the square root of the waterline length in feet.

P6. Extra reading: “Modern Wood Yacht Construction” by John Guzzwell. (Also, not mentioned in the book but related is “Trekka Round the World” also by John Guzzwell, the story of a round the world journey in a self-built 20’6” wooden yacht interrupted by a cruise from Melbourne across the Southern Ocean to round the Horn with Myles and Beryl Smeeton in which they were capsized and dis-masted not once but twice, as described in “Once is Enough” by Miles Smeeton.)

P7. A description of fibreglass scarfs, which uses less plywood than the usually described tapered scarf.

P8. Prefers Latex semi-gloss house paint for most boats, it lasts better than alkylid paints.

P27. Doesn’t saturate coat with epoxy as it is not 100% waterproof, and has amine blush. (The book was published in 2001, so this comment may be out of date.)

P27-28. Brief discussion of conical projection.

P38. The athwartships balance matters at least as much as fore-and-aft balance in maintaining a neutral helm.

P50. For bevelling stringers, use a leg attached to the plane bearing in the line of the plane bed. When both a frame and a chine must be bevelled, take them down alternatively a little at a time. (This is similar to the method described by Tom Hill in his book “Ultralight Boatbuilding.”)

P50. On a double chine boat, the ply planking should be mitred not overlapped as the angle is more obtuse, and a mitre covers the end grain. (I think current practice is to butt the panels and complete the joint with thickened epoxy (covering the end grain) and fibreglass tape.

P59. To get panel shapes, make a quarter scale model planked with 1/8” (3mm) plywood, and scale up.

P60. Varnish – Urethane is harder and better for abrasion, but oil varnish holds up better in the sun.

P62. For modern boats with fin keels or daggerboards, the centre of effort should be directly over the keel or board and the rest of the underwater shape can be ignored.

P64. Critical numbers for boat design are displacement, centre of buoyancy, and prismatic coefficient.

P64. Drawing lines – Draw station grid, waterlines in profile, and buttock lines in plan (all the straight lines) on one side of the tracing paper, and the curved lines on the other side, as the curved lines will be erased often.

P65. Sheet lead for a jib – from 40% up the luff through the clew. Sheet lead for a boomless spritsail from 65% to 80% up the luff is ok.

P68. When using ply C clamps for glued lapstrake construction, wrap wedges with sandpaper if you need to increase the grip.

P68. At ends of strakes in glued lapstrake construction, use a dory lap in lieu of a rebated lap (gains).

P70. The formula for spring-back in a glued laminated member is 1 divided by (N squared -1) where N is the number of laminates.

P72. A boat should be used for at least as many hours as it took to build.

P73. Planing – conventional definition is when speed (in knots) is three times the square root of the waterline length (in feet).



P74. A boat should plane with 1 hp to every 40 pounds (18 kg) of load, and with a perfectly flat bottom, 1 hp to every 50 pounds (23 kg) of load.

P95. “The smaller the boat you’re building, the less painful it is to use good materials”

JUST FOR FUN!

Driving distracted could have grim reaper cussions

THINK ABOUT THIS...

Do gun manuals have a trouble-shooting section?

**WANTED:
PHOTOS FOR THE WBAQ 2025
CALENDAR.**

**PHOTOS WITH BOATS IN THEM
TAKEN IN THE PAST YEAR
PREFERRED.**

**LANDSCAPE FORMAT & > 2mb
ALSO PREFERRED**

Send to Ian Primrose
imprimrose@powerup.com.au

**WHAT HAPPENED AT
THE LAST MEETING**

This meeting was rescheduled from last week due to the forecast of serious rain. Understandably, some are reluctant to drive in rain and the BBQ is difficult to cook in rain. Good move!

The meeting night turned up some pleasant weather and forty one booked in for the BBQ which was more starters than usual.

New member, Marco gave us a brief talk on his trips on a 32ft sailing boat to the Whitsundays that he has made many times.

Ivan Holm spoke about some events – the Point Talburpin Sailing Day and the Gaffers race as examples where one can participate without the stress of Club races where you have to know all the rules. These events are more laid back and with The Pt Talburpin event, everyone sails out until the leading boat reaches the mark and they all turn for home. Too easy.

This is a great social event as well with a sausage BBQ to follow. It's on this coming Saturday. Come along.



CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2024

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
AUGUST	S,M	<ul style="list-style-type: none"> 21st- 25th South Moreton Bay camp cruise weekend. Finishing in time for the Point Talburpin Sailing Day 	36th POINT TALBURPIN SAILORS GET TOGETHER SATURDAY 24th August 2024
SEPTEMBER	P P,R,M	<ul style="list-style-type: none"> Saturday 7th Enoggera Dam Paddle Saturday 21st Dohles Rocks upstream .HT 2.38m @1146hrs 	8 th Sausage Sizzle at VW Club – Volunteer cooks needed.
OCTOBER	S,M,P,R BB	<ul style="list-style-type: none"> Saturday 19th Manly to King Island HT 2.53m@1040hrs 	
NOVEMBER	S,M,P S,R,M	<ul style="list-style-type: none"> Sunday 3rd –Friday 8th Lake Cootharaba Camp, Boreen Point Saturday 30th Brisbane River , South Brisbane upstream, HT2.36m @ 0856hrs+1 hr 	
DECEMBER	EAT	<ul style="list-style-type: none"> Sunday 15th Christmas Lunch at the Boat Shed, Argyle Street. 	



COMING EVENT DETAILS

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

MESSABOUT CO-ORDINATOR	Phil Brown 0416 057 277 Contact designated host for each event where stated.
21st- 25th August	SOUTHERN MORETON BAY CRUISE Sailing the Bay with camp onboard ending at Point Talburpin Sailing Day See Below
24th August	36th POINT TALBURPIN SAILORS GET TOGETHER High tide on the 24th is at about 12.30pm (2.19m), we are proposing a start at 11.30am, followed by lunch under the trees on the Point Talburpin foreshore. As with previous



gatherings, an “out and back” format is proposed, with all boats turning for home when the leading boat reaches the furthest
 Important we start the activity at the planned time. The cooperation of participants in being ready by briefing time would be greatly appreciated)
 10.30am Briefing on shore to confirm course, starting procedure etc..
 11.30am Start
 1.30pm On-water activity should be finished and social gathering begun
 2.00pm Presentation
 2.15pm onwards Continue lunch and socialising
 For more information, or to register your interest, don’t hesitate to contact Tony Harland (0419 848 684) harlandfamily@ozemail.com.au

8th September

SAUSAGE SIZZLE @ VW Owners Club at Wynnum – A great fund-raiser for us. Volunteers needed to cook and serve. Contact Jim

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.

NEW DOUBLE-SIDED BURGEES \$15.

SINGLE- SIDED FLOPPIES \$7

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 0418 781 755

NEW! For sale 1946 international 12 sq metre (heavyweight sharpie) built in Brisbane. Now 78 years old and kept in excellent condition, In early 1970 an extensive restoration was undertaken to restore the cockpit floor and all the broken frames. She now has 6mm marine plywood floor. Chines keel and bulkheads were packed 8 mm to conform to hull measurements. Alloy mast with internal halyards. Oregon boom, gaff and spinnaker pole all clear finished. Epoxy saturated internally including buoyancy chambers fore and aft. Exterior hull sheathed in Dynel and two-pot white paint. She is a very stiff and dry boat. See attached 2023 photos. Main jib and spinnaker in excellent condition. Tilt trailer For Sale \$12,500 **Charlie Hughes 0419 302 789**





NEW! FOR SALE - Timber Sailing Dinghy

This old girl, *Suum Cuique* (to each their own), is now a project boat. The top photo show her in her former glory. Built by a Brisbane timber boat enthusiast in 1996. She is 10ft long clinker/ lapstrake monohull boat with single timber mast and boom, Sabot rigging and twin dagger boards Sadly, she suffered superficial rot in the transom after an extended period of neglect. Also, a mishap with renovating a garage façade resulted in a broken mast, boom and bowsprit. . **SEE NOTE BELOW**

I have started the refurbishment, replacing the transom, sanding back the old paint and varnish, but due to a sale of our house the time has come to let the love of my life go and move onto other things as I embrace a new stage in my life. This boat would be suitable for someone who loves old timber boats like me and has the time and energy to complete it.

Inventory includes:Trailer registered until 10/10/24 (cost \$123.35/year), detachable trailer lights and a spare tyre. Honda 2Hp 4-stroke motor Sail and rigging, in good condition. Pair of wooden and aluminium oars.

For Sale \$1,000 Leanne Stephens 0413 145 195
lanstephens@hotmail.com

HAVE WE GOT A DEAL FOR YOU!! IF YOU BUY THIS BOAT...

The WBAQ has a wooden Sabot mast and boom – all with rigging etc and a Sabot sail in good condition as well. Open to offers.



Before



Now

VINTAGE WOODEN SLOOP FOR \$1 BARGAIN!

From: Chris and Jan Selby Contact Phone: 0422 271 294.

Hi We have a 1935 Archie barber sloop needs some TLC due to health issues unable to upkeep. We have owned her for 15 years surveyed 1 year ago moored at SYC Gold Coast. We want to find a genuine lover of old wooden boat and would handover for \$1 could someone please contact us and need to find someone who wants her. Currently insured with club marine Regards Chris and Jan -

For sale BOLGER BIRDWATCHER WITH TRAILER FOR SALE New Build - Most of the work is done. Finish it quickly and easily and get on the water. See more details on the last page of this Log.

WANTED: Hartley TS14 or TS16 in sound condition suitable for refurbishment project. Neither a pristine one nor basket case required. Phone Dave Guy 0437607280.

FOR SALE

12ft Bondwood Putt Putt

3 hp Simplex, 5/8" Blaxland Clutch

Includes trailer. Ready to go
 \$3500

Contact Stan Wood
torrielliwood@y7mail.com

or 0400 549 322





Classic wooden Moreton Bay 14 foot "flattie" dinghy thought to have been built by and certainly later restored by Hugh Morris, a high-profile Brisbane boatbuilder, who built many very well-known wooden Classic Moreton Bay Cruisers. In beautiful condition with full 2 pack paint in perfect condition, inside and out plus sailing rig including centreboard, rudder, mast and sails – including two spinnakers. On a registered trailer (include 12 months rego). Comes with almost brand new Mercury 4 HP hardly used in perfect condition. Trailer completely restored also, new jockey wheel, straps & rewired.



Price \$2,960 Craig Templeman mob 0407 151 829

CLEARANCE - A bit of de-cluttering happening here. Centreboard for Norwalk Island 23 Sharpie made to specs.. Glassed with 20Kg Lead embedded. Six Lead casting for fitting to NIS 23 Hull around C/board. Total weight of Lead is around 200 Kg so I'm selling for \$300 which is the going price for scrap Lead. Also, free to a good home, copper sheeting and coil from an old water heater. **Doug Watson 0419 705747**



BLAXLAND MOTOR

2 stroke Putt Putt Motor 3hp with Brass propeller Cast Bronze Muffler. Ready to install. Beautifully engineered
Blaxland 5/8 Cone Clutch available if needed – by negotiation Located Caloundra
\$800 Stan Wood 07 5492 1752



PUTT-PUTT MOTOR

Rare early model Tasman - 3 hp – 2 stroke marine engine with a blind head. In perfect condition.
Flywheel mounted clutch. Original Bosch magneto with original Bosch spark plug. Brass American Holly Carburettor. Motor stripped bare, lightly honed and rings fitted despite not needing same. Stored and filled with inhibitor since disassembly. Compression A1. \$1500 Located Caloundra
Stan Wood 07 5492 1752



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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 reinforced- the widest range of weights and constructions.
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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



FOR SALE

BIRDWATCHER a Philip Bolger design 23'6" cruising dinghy, [Bolger book & plans included]. Also included is a new, registered, purpose built trailer.



The boat is nearly finished - all timber, perspex fittings and gear to complete is included. The buyer can drive away, ready to use the fittings and gear to complete the build.

The Bolger plans and photos in magazines show BIRDWATCHER is designed to be very versatile. In this photo, the boat takes off while a family of two adults and two children sit below, looking through the perspex upper sides, as sails are adjusted.

Birdwatcher, Author Mason Smith, Photographs Patricia Evans, WoodenBoat July/August 2004, p.58



Birdwatcher takes off in a breeze of wind. The entire boat rises, where their weight is effectively placed for good sailing. They can see through the smoked Lexan glass upper well enough to pilot the boat—even in crowded passages.

MUST SELL. Don will let this boat go for around \$4000 to the right Bolger-lover to finish it.
Contact Don at 0405 185 575 or Gail at 0410 696 038