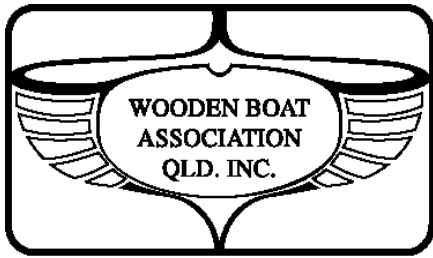


THE LOG



_SEPTEMBER 2024



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 1007
HAMILTON CENTRAL 4007

SEPTEMBER 2024

*"Being on a boat that's moving through the water, it's so clear.
Everything falls into place in terms of what is important and
what is not."*

James Taylor



POINT TALBURPIN SAILING DAY
Story inside

Photo by Ian Primrose



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- ✓ **President** Jim Jones 0408 443 291
- ✓ **Vice-President** Jon Elcock 0413 945 377
- ✓ **Secretary** **POSITION VACANT**
- ✓ **M'ship Secretary** Jon Elcock 0413 945 377
- ✓ **Treasurer** Alex Malcolm 0474 307 626
- ✓ **Webmaster** John Tennock
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Malcolm Hodgen 0400 075 931
- ✓ **Committee**
Ian Trail, Harry Beauchamp, (Providores)
Ian Primrose (Log Editor),
- ✓ **Messabout Co-ordinator**
Phil Brown 0416 057 277
- ✓ **Community Liaison**
Scott Garven 0418 184 547
- ✓ **Merchandise** Leo Sines
- ✓ **Librarian** Anne Tennock
- ✓ **Log Editor** Ian Primrose 0491 120 888

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.

The Committee Meetings are held at 4:00pm, 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.

Workshop

workshop@woodenboat.org.au

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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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

I start Month's writings on a sad note. Edward Elcock passed away yesterday afternoon, 9th September, after a battle with cancer. Ed, as he was known, joined the Association in 2008. Ed served the Association as Treasurer, Secretary and Log Editor and was a Life Member of the Association. Ed had life long interest in boats. His interest in sailing was spawned by his grandfather with tales of the heavy 18- footers and by trips to see the start of the Brisbane to Gladstone Race with his father. He spoke about how he had clear memories of gazing down on "Laurabarda" and thinking how great it would be to sail in a boat like her. Ed crewed on board "Sequana" in the Brisbane to Gladstone and the Sydney to Hobart Yacht. Ed will be sorely missed.

Last Sunday, the Association conducted a Sausage Sizzle at the VW Action Day held at Wynnum. Although not as busy as the Bunnings SS, the monies we made will go towards the running of the Workshop. I would like to thank the members who helped on the day.

Have you ever receive a text like "Hey Dad, I'm in trouble. I lost my phone and need money – please text me at this number." What would you do?

First thing is don't answer or reply to the caller's number. It is most likely a scam. Sadly, this scam is on the increase. Check with the person or their partner by ringing their original number stored in your phone or by another means, email, land line or messaging app like Signal to confirm with them. Whatever you do, do not send or transfer any money following any requests for money.

The Association has been offered a day, Sunday, October 13th, to conduct a Community Sausage Sizzle at Bunnings Newstead. I will be emailing the details to all Members and asking for volunteers to assist on the day.

Jim

NEW MEMBERS A hearty welcome to:

Phillip Sinn of North Maleny. He has built several wooden boats during his apprenticeship years. He is a qualified boat builder and has spent 13 years designing boats.

Quentin Hannah of Banksia Beach who has a 12 m timber cruiser. He saw us at the Bribie Classic Regatta

Gerard Kelly of Eatons Hill

He has a 16 ft Scruffie called 'Driftwood'

Clive Fox of Brassall

He has a Hartley TS16 sail number 1301 built 1982 called 'Plan B' Clive is also a member of the TS16 of Australia Association #5220

Jim adds this anecdote about "Plan B" :

"Plan B" was owned by Bruce Wales, a past President of the Hartley Multi-Class Trailer Association.

Bruce had just painted the decks. Nice and shiny (and that translates to "slippery").

During one of the races for the State Titles, he somehow slid off the boat while beating to the top mark. Only trouble was that he had a firm grip on the mainsheet and his crew could not ease the sail. Murphy's Law!

WORKSHOP NEWS

The Lazy E project continues with the damaged Port side now patched and filled. There is a lot more fairing to be done but the job is progressing well.

On Saturday 31st, several members turned up to work on bits of timber of various type and size. Some bits were for boats and others not but it doesn't matter- It's all about getting together and working with wood. We meet usually on Thursdays from about 9 am.



REPORTS

SOUTHERN MORETON BAY CRUISE WEEKEND *23rd – 25th August*

Story & Photos Marco Kienzle

The weekend began with a group of us gathering at the Redland Bay Esplanade kayak ramp on Friday morning. The crew consisted of Dick Reynolds, Alex Malcolm, and Marco Kienzle with Dennis Smith and Phil Brown meeting the rest of the group on the water.



The forecast had hinted at some lively conditions, and sure enough, as we set off, we were met with a brisk 20-knot wind pushing us hastily to Macleay Island. A lack of 3rd reef line on the Iain Oughtred Shearwater "Lorraine" motivated Marco to turn on the engine and motor across.

Despite the challenging conditions, everyone handled the crossing admirably. The wind provided a bit of a workout, but it also made for an exhilarating start to the weekend. We took a well-deserved lunch break at Dalpura Park, where the calm waters offered a respite from the wind. The park provided a perfect spot to stretch our legs and enjoy some sandwiches before we continued on.

Our destination for the night was Sandpiper Beach, a secluded spot that, while beautiful, offered little in the way of facilities. Thankfully, the caretaker of the Tingira Boat Club was kind enough to grant us access to an outdoor shower—a small luxury after a day on the water.



We set up camp and settled in for the evening. Locals a very friendly, and several residents reassured us that camping on the island was more than welcome. The toilet facilities, while a bit of a hike at 1.5 km north near Dalpura Park, were clean and well-maintained—a small but important detail for those of us camping out. Friday night's dinner was at Club Macleay, preceded by a drink on their beautiful deck overlooking the water



Saturday morning dawned clear and bright, with the wind easing just enough to make for pleasant sailing. Dick Reynolds took off early to board a crew member waiting for him on the mainland to enter the Point Talburpin event.

The rest leisurely cruised to the event, entering the race late. After the race, and socializing onshore, Dennis, Alex, and Marco took off early back to the campsite hoping to reach it before low tide would condemn them to perpetual mud.



Alas, it was knee-deep so Dennis and Alex extracted themselves from the Bay in a last effort after a very long day. Two sticks in front of Tingira Boat Club indicate the location of a mat to shore that helps knowledgeable sailors to walk on firm ground a bit faster than the rest.

Overall, the weekend was a great success. The combination of challenging sailing, beautiful scenery, and the camaraderie of good friends made it a memorable outing. Despite the lack of amenities at our campsite, the experience of camping under the stars and the warm welcome from the Macleay Island locals more than made up for it. We'll certainly be keeping this spot in mind for future messabouts.

POINT TALBURPIN SAIL
24th August
Story & photos- Dick Reynolds



Looking out the back

After a very relaxed night sleeping in the boat on Macleay Island, five of us prepared for a sail to Point Talburpin to compete in the Lyn and Tony Harland Get Together sail. The five being Phil Brown, Alex Malcolm, Denis John Smith, Marco Kienzle and myself. See Marco's article above for all the details.

Because *Kathleen* was last in the night before, she was first out the next morning,

Get Together day. A three hour wait from dawn saw us heading east towards the mainland, in a decent 5

to 6 knots of wind. The newly acquired Jib saw us making reasonable headway, sadly resorted to the outboard after about 30 minutes, with 1 (something) knots of tide and no wind! The other boys appeared to be having a rather leisurely approach to launching!



Maybe this was the reason why

A good hour's outboarding saw us reaching Point Talburpin and picking up the crew -being my brother-in-law, TC. That gave me three arrows in the quiver for a potential "better than last" result in the "Get Together" - Jib, spinnaker and crew that knew what they were doing. Not sure how many boats were sailing, but there seemed to be a bit of a flotilla, from Flying Dutchman: fastest, J Class('s); classic racer; Woody boats like ours and various "moderns" as we call them in historic car "Get Togethering". No sign of the boys from Macleay Island as yet.

A delayed start due to loss of wind saw TC and me practicing "setting" the new weapons and generally checking out the opposition. Watching Lester Searle and various other boats catch and pass us gave me great comfort that Alex and I still had the mighty Bobcats, "the slowest, great-to-sail boats ever".

A series of starting guns saw the fleet finally crossing the line for a run up to the top of Snipe Island to the north. TC and I found ourselves in a reasonable position with a few boats apparently behind us! Comforting to see Phil Brown and the Macleay boys now coming into the race.



Lester on the move

The handicapping system means the first, fastest boat tacks around the northern mark at Snape, and at that point we all turn for the finish. This of course puts the slow boats in front! Joy of joys, we must have been near the front. Now it's just a question of how many boats can hunt us down. A run to the finish, almost straight down wind, so spinnakers flying behind us; left, right and centre!

"OK TC, let's set the big gun and see how we go!" We set the Spotlight "Ripstop", skirt lining fabric, Dick-designed asymmetrical spinnaker and off we went.

Save for a persistent "Corsair" dinghy beside us, the red flagged finish line looked bearably close for a decent position in the race.

Modesty forbids me from saying more, other than I could see the whites of Tony's eyes as we heard the gun! Secret to a good result – have a slow boat that runs down-wind like a beauty.

On shore, big chats with all, a sanger on bread, a beer and it's "hand out the silverware" and home we go. Motored back to the Weinam Creek Kayak ramp, picked up the car and trailer, kindly sleeping over at Alex's place, tied the old girl down and home we go.

Thankyou, Lyn, Tony and the crew for another great days sailing, and we'll see you all next time.

It was a beautiful warm day with glassy seas but not much good for sailing. The start of the Pt Talburpin event was postponed due to absence of wind and water – the tide being slower to rise than expected. It was further delayed. About midday, the boats were rigged and the briefing held.



The boats then ambled out mostly under paddle or motor to the start line designated by Tony Harland's putt-putt Evelyn. About 30 in number got away to a slow start but the field soon stretched out to the mark where, on arrival of the lead boat, they all turned for the run home.

After the sailing bit, the boats came into the shore where the crews enjoyed a lovely sausage sizzle.



Dick's Bobcat and Marco's Oughtred "Lorraine"

Prizes were awarded by Tony for all sorts of achievements such as "first to the mark" etc



POINT TALBURPIN FAMILY SAILING DAY

Story & Photos Ian Primrose



Dick Reynolds in his Bobcat won the First on Handicap and some other award so it was a case of winners are grinners.



Tony (right) giving award to Dick



We sold 396 sausages and grossed the princely sum of \$1612.00. Well done and thanks to the helpers for participating in this fun, fun, fun fundraiser.

**A SEAGULL AND A BOAT
A PERFECT MATCH**

Ian Primrose

At the Point Talburpin Family Sailing day there was a launching. The story goes that a bloke got a Seagull outboard but he did not have a boat. He reno-ed the motor and it came up a treat.



A motor without a boat is not much use so Tony Harland in his words "knocked one up".

A 16ft flatty – beautiful, complete with a set of handmade leathered oars. Congratulations Tony.



Launching time (Tony on the left)

**VW SHOW SAUSAGE SIZZLE
Sunday 8th August**

Eight hardy workers cooked, assembled and sold a plethora of sausages to feed an assembly of VW lovers.

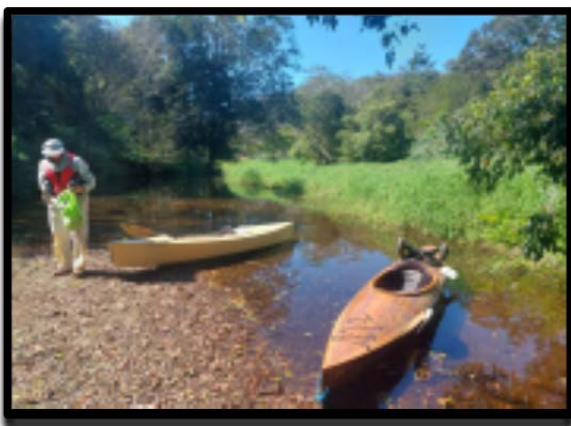
How many Volkswagens does it take to make a Show? Stacks, but not as many sausages as it takes to feed the crowd.



ENOGERA DAM PADDLE 7th August Dennis Smith

On Saturday the 7th September 2 keen paddlers met at Enoggera dam not before having to be breath tested before turning into the car park. With 2 paddle craft unloaded we were both lucky enough to snag a car park. It was a very sunny day and there were a lot of day visitors enjoying the walks and swimming enclosure. Phil Brown and I set off for the far end of the dam, this was my first time here so I wasn't sure what to expect I was thinking we would have nowhere to pull up for morning tea as there is a lot of thick grass on most of the banks and shallows so I didn't think we could make landfall anywhere. We paddled around what appeared to be an island and continued up Enoggera Creek until we could go no further we pulled the Kayaks up on a gravel bar in the creek at 10,00am for morning tea where we were harassed by a local scrub turkey looking for any crumbs we might have dropped, I wandered up the creek a bit looking in the water for any sign of fish or yabbie but was startled by almost standing on a brown snake, I turned around and headed back to the open and we decided to start paddling back, we were both loaded and ready to make our way home by 12.00pm. A nice morning out

6.4km paddled 1hr36 min paddling



NEWS

The iconic *STS Leeuwin II* tall ship was crushed by a container vessel at Western Australia's Fremantle Port.

The Maersk Shekou – a large 332m Singapore flagged container – struck the *STS Leeuwin II* that was berthed at the port on Friday morning.

It was the country's biggest sail-training ship, with an overall length of 55m, but is now a crumpled mess.



"It's a pretty messy scene.

"But fortunately ... the hull itself is structurally sound, it may not have been hit by the ship itself, perhaps the rigging has just been taken down.

Source Newswire

NOTES ON EPOXY From the Glen L Newsletter

Epoxy is expensive so why waste any of it? In the following discourse we'll give a few suggestions on how not to be wasteful with this pricey material. Marine epoxies consist of a resin "A" and a hardener "B" mixed in proportions as per the product requirements. Common ratios of hardener to resin are 1:1, 1:2, or 1:5, meaning that a 1:5 ratio is one part hardener "B" and five parts resin "A". NEVER vary the ratio of resin to hardener specified by the manufacturer.



The instant the resin and hardener are mixed together a chemical reaction takes place. The "pot life" (i.e. the length of time the mixed epoxy remains workable) will vary depending upon the type of hardener used ("fast" or "slow") and the temperature.



Resin cures faster when in a concentrated mass, at higher temperatures, when local heat is applied, or when products are pre-warmed. Conversely, resin cures slower when well dispersed, at lower temperature, in shaded areas, or when products are cooled. Unless stated otherwise by the manufacturer, don't use epoxy when the temperature is less than 60 degrees Fahrenheit or higher than 85F; 72° F (about 23° C) is ideal.

The best mixing containers are flexible, with graduated markings and made from polyethylene. Don't use glass or foam plastic containers. A good mixing method is to use three containers; one for resin (A), one for hardener (B), and one for mixing the two ingredients together. Don't try mixing large batches; mix smaller amounts so all of it can be used before it gels.

Pour out the proper proportion in each container but don't combine them. When the mixed epoxy being used is exhausted combine the hardener and resin together in the mixing container. Having a helper mix "A" and "B" together on command will speed the process. Once the products are dispensed into the mixing container stir thoroughly for at least one minute or more. Stir from the bottom up and scrape the sides of the mixing container. Improper mixing can result in a product that will not cure properly, which is wasteful and a mess to remove.

If a batch of epoxy has been mixed, the task accomplished, and there is epoxy left over don't discard it unless it has gelled. Instead use it to encapsulate an area, or mix it with fillers and fill some screw holes or imperfections. Think of how any surplus can be used before you start your work.

Most waste resin through carelessness. Using the improper resin/hardener proportions, not mixing them together thoroughly, or mixing more than can be used before gellation are all wasteful practices. Economize on the use of epoxy by thinking through what you are doing before beginning your task. Never was the old adage "Look before you leap" more appropriate. •SCA•

Economize on the use of epoxy by thinking through what you are doing before beginning your task.

Choose the right hardener...

Boatcraft Pacific has several different hardeners for their epoxy. Choose the one that suits your circumstances.

There is:

- Standard Hardener
- Non—yellowing hardener (for use under varnishes)
- Tropical hardener (for hot climates)
- Quick hardener (for cold climates or if you have a short attention span)

Also TPRDA is a preservative and thinning agent for saturating timber.

BOOM TENTS

Ed Elcock

Back when the Caloundra Coast Guard was running the Caloundra Classic Boat Regatta in the early 2000s, a couple of our members arrived for the event on the Friday night. They anchored at the Blue Hole and slept aboard. During the night it rained, driven by a fairly strong wind. When they got to Military Jetty on Saturday morning, one member was wet and shivering with cold. Fortunately, another of our members who had arrived on Saturday morning had a medical background, recognised hypothermia symptoms, and whisked our shivering member off somewhere for a hot shower and a change of clothes. If you are going to sleep aboard, a good wind-proof and water-proof boom tent is essential.

That event was front of mind when I set out to make a boom tent for my Heron which I was fitting out to sleep aboard. It had to be able to withstand wind and rain.

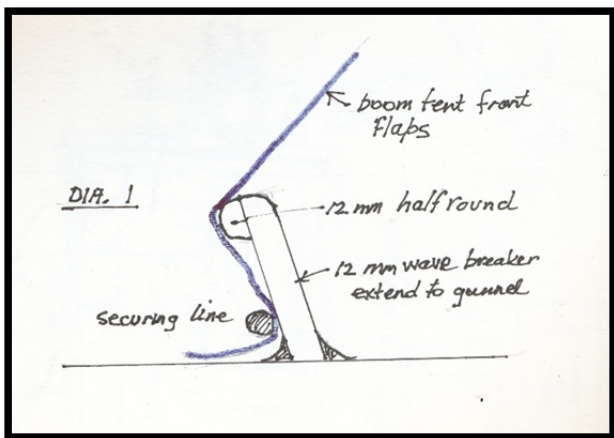




Rather than launch in to a tent made of canvas or similar (expensive) material first up, I made a prototype out of blue plastic from an el cheapo blue tarp from Bunnings for field testing. The requirements were, in addition to it being wind and water proof, I wanted to be able to erect it while at anchor, and for it to give me maximum usable space under the tent. The boom tent was in one piece with a wrap-around front, and sides that overlapped the gunnel to drain rainwater overboard and allow use of the side decks for storage. As it was designed to be used at anchor and therefore facing into the wind, it was open at the back. If a through breeze was required on a clear night, one or both sides of the front wrap around flaps could be folded back. See the photo above of my Heron, taken after an overnight at Spinnaker Sound before the 2009 Bribie Regatta.

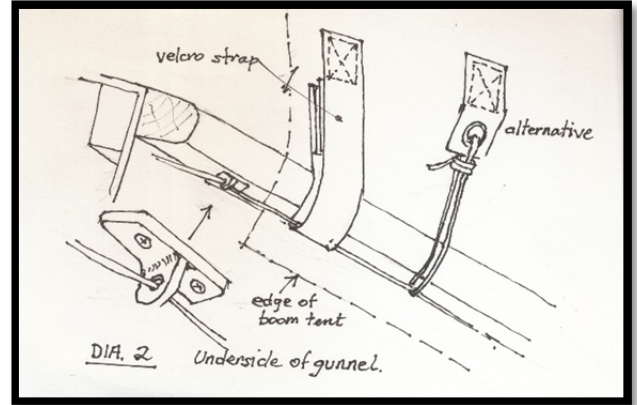
To fit the boom tent securely, some minor modifications to the boat were required. I fitted a wave-breaker to the fore deck as a means of anchoring the front of the boom tent (see diagram 1) and a tie down line under the gunnel to fix the sides of the tent (see diagram 2). If you can't find a suitable off-the-shelf fitting for the under-gunnel line, they can be made up from 6mm ply.

The front flaps of the boom tent were folded round the wave breaker and tied to the base of the opposite side stay. After the front flaps of the tent were in position, a separate line was run from one side stay to the other to hold the front flaps securely under the wave breaker.

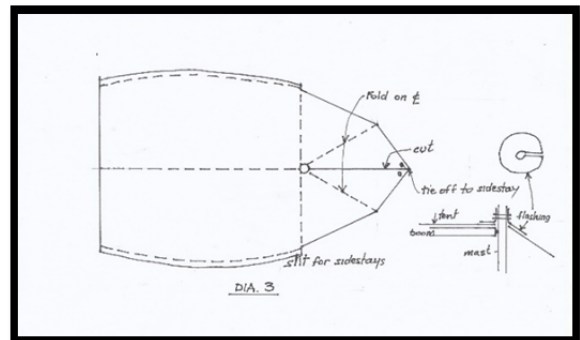


The method of securing the sides of the tent to the tie down line under the gunnel using a strap fitted with Velcro as shown in dia. 2 was taken from Margaret Dye's excellent book titled Dinghy Cruising (see note 1 at end). An alternative is to use a tab with an eyelet

sewn to the inside of the tent just above the gunnel and light cord under the tie down line and tied off back at the eyelet. Both these methods allowed for securing the sides of the tent from inside the boat.



The one-piece layout of the boom tent is shown in diagram 3. Being cut from a single piece, there are no leaks at the junction of front flaps and the main boom tent.



The method of erecting while afloat involved placing the bulk of the tent over the boom, then rolling or folding it up forward to allow access to the front of the boat to sort out the overlapping front flaps and tying them off. At this stage, the mast flashing would be tied in place. Then spread the tent back over the length of the boom and secure to the end of the boom, and secure the sides from the inside around the tie down line under the gunnel.

(Note 1 – I borrowed Margaret Dye's book "Dinghy Cursing" from the BCC library, but a current search of the library catalogue shows that it is no longer available, so you may have to resort to Amazon or similar. Another hint from Margaret Dye's book was when trying to pull a boat and trailer up a boat ramp, if it was too heavy, was to "tack". Pull up and across the ramp so the slope was less, then chock the uphill wheel, spin the trailer around on the chocked wheel



and pull across the ramp again, making a little headway on each tack. Margaret Dye often crewed for her husband Frank Dye on their Wayfarer. Frank Dye did some more extreme dinghy cruising such as from the top end of Scotland to Iceland, or on another occasion to Norway. His books are interesting to read - see the Mac Finch Library - but I don't recommend that scale of dinghy cruising.)

Do you have a story about your boat or how you fitted it out? We would like to read your story in the Log.

FOOD FOR THOUGHT FROM SMALL CRAFT ADVISOR

What does the astonishing sinking of a mega yacht have to do with *Small Craft Advisor*?

As it turns out, quite a bit. While the investigations are in their early stages, it appears that more than two of the watertight compartments were subjected to down flooding and a behemoth of a boat quickly disappeared below the surface because of a freak and powerful weather event, sadly taking several of its occupants with it.

While the Perini Navi *Bayesian* is 55.9 meters in length, has an 11.51 metre beam and draws 9.73 meters with the keel lowered, this 473 gross ton vessel may have a worse righting moment and stability number than a SCAMP.

Last night I watched a short YouTube video from Denmark on a sailing excursion aboard a beautiful Vivier Ilur named *Nomvula*. One person commented "I like that you removed the longitudinal seats in the stern. But where did you place the buoyancy blocks that were in these seats?" The owner replied, "I just left them out..." What might the consequences be of such an omission?

I communicated with Reuel Parker (Author of *The Sharpie Book*) concerning my failed sharpie experience in the Netherlands. I don't think he'll mind if I share some of his wisdom here. In his response he wrote, "Modifying traditional designs with different hardware is often a calculated risk" and "A heavily-ballasted retracting keel in an Egret sharpie may insure self-righting ability in deep water, but as you pointed out, it severely compromised the boat's original utility and purpose." Someone called BRM rightly raised the issue of a ballasted daggerboard in the comment section of my last article.

In small craft we have to be cognizant of the risks and limitations of our chosen vessels and adapt appropriately. Weather conditions are crucial to our decision making process. If we were anchored off Sicily on a megayacht, other than securing things on deck and keeping watch, the maelstrom that overcame that vessel could hardly be conceived of, let alone anticipated. Had the keel been lowered to its full deployment we don't know whether that 45 tons would have been a sufficient factor for the *Bayesian* to survive. She might have recovered because of the increased stability provided by that portion of the ship's ballast being at far greater depth. The other approximate 100 tons of fixed ballast in the hull would lead one to believe that unless the boat was under sail, there was certainly enough stability in the boat to handle anything that could possibly be anticipated while at anchor. That assumption is obviously wrong.

We can't prepare for everything, nor can we predict what might ultimately be thrown our way. When I was involved in luxury yacht charters decades ago, we never briefed our paying passengers on safety procedures. The last thing we wanted was for them to think they were at risk. They were our guests. Their comfort and well-being was our responsibility. Now I'm of the opinion that as crew we were wrong not to involve them in conversations and drills on safety measures. We all listen to airplane flight crews inform us of proper procedures to exit the fuselage even though airplane travel is statistically the safest mode of transport. I think now we have a duty to ensure that people aboard our vessels, no matter the boat's size, are given basic safety knowledge so that they can spend their time afloat in a manner that promotes safety and confidence. The unforeseen may happen, but at least we'll have a shot. •SCA•

JUST FOR PUN!

It's a lengthy article about ancient Japanese sword fighters but I can Samurais it for you.



THINK ABOUT THIS...

*After all is said and done,
a hell of a lot more is said
than done.*

1. Handel
2. None – Noah built the Ark
3. All of them
4. Two
5. You don't bury survivors

IQ TEST ANSWERS

IQ TEST (for you or your family or friends)

1. Who wrote Handel's Messiah?
2. How many of each animal did Moses take on the Ark?
3. How many months have 28 days?
4. If there are 10 birds on the fence and all but two fly away, how many are left?
5. If a train crashed on the Queensland – NSW border, where would they bury the survivors?

WHAT HAPPENED AT THE LAST MEETING

President Jim informed the assembled Members of the passing of former Secretary, Treasurer, Log Editor and Life Member, Ed Elcock. The President called for a minute's silence in honour of Ed. Phil Brown related a memory of Ed sailing a Flying Dutchmen at one of the Caloundra Classic Regattas.

Due to a technical failure by the President to get a laptop to talk to the projector, the talk by our Guest Speaker, David Tripcony will be rescheduled to an upcoming meeting. However, David did give a short talk on the annual Bribie Island Christmas Lights Boat Parade which this year will occur on December 21st.

Due to the passing showers, our normal BBQ under the Moreton Bay Fig trees transformed into "Burgers in the Meeting Room"

We welcomed a new Member, Guy Reynolds. Guy owns a Hartley TS21 that is need of some TLC.

LAST CALL

**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



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
SEPTEMBER	P,R,M	<ul style="list-style-type: none"> Saturday 21st Dohles Rocks upstream .HT 2.38m @1146hrs 	
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.

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**



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. The mast and boom were broken – But no more. Replacements now fitted.

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



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.



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



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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- 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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- 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

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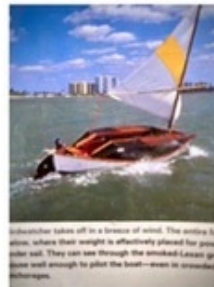
FOR SALE
BIRDWATCHER a Philip Bolger design 23'6" cruising dinghy,
[Bolger book & plans included]. Also included is a new, registered,
purpose built trailer.



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 Ross. WoodenBoat July/August 2004, p.58



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