

**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

OCTOBER 2024

***"THE ONLY SHIP YOU CAN TRULY STEER IS THE ONE YOU'RE SAILING.
QUIT TRYING TO ALTER THE WINDS; HARNESS THEM".***

Richelle E. Goodrich



DOHLES ROCKS PADDLE
Story inside

Photo by Ross O'Brien



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- **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 Aug 2024



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FROM THE CAPTAIN'S CABIN

In February 2022 the Association conducted its first **Bunnings Community Sausage Sizzle**. On that day, seven of our members learnt the finer points of cooking a sausage. Last Saturday, eight Members volunteered to conduct the sixth sausage sizzle. This time the Association made a profit of \$2359.00, double of what we made in February 2022.

Although we had eight Members on the roster last Sunday, not all could stay all day. At one stage we had three on duty. All busy as a one-armed paperhanger! Senior Members needed to have a rest -break occasionally. This period coincided with a surge in sales. I have always been told that the male species of the human race cannot do more than one thing at a time. This proved true. It would be easier to have a minimum of five Members on duty at all times.

Bunnings have offered the Association the opportunity to conduct a raffle at the Bunnings Newstead store. The prizes would be provided by them. The Association would have to have two Members selling tickets at the Newstead store over a weekend. All proceeds would be retained by the Association. When the Association has a confirmed weekend, I will be asking for volunteers to help with the ticket sales.

It is now just over two years since we moved back into **the BoatShed** following the Feb/Mar 2022 flood. The complex is being used by the four Tenants, but still has more potential for use. Ian Primrose and others have been working on the Lazy E in the Workshop on Thursdays. I have been trying to organise myself to have the Workshop open on Saturdays. To start, In November we will have a Workshop Day on the Saturday following the monthly meeting. I will publish the days on the Calendar at <https://woodenboat.org.au/my-calendar/>

The Brisbane Paddlers Club were successful in being allocated a Grant in the 2022-23 Lord Mayor's Better Suburbs Grant Program. The Grant enabled the BPC to

secure Regulatory approvals for a proposed pontoon installation at the BoatShed. The next phase is an Application made to the 2024-2025 Round of Grants. The Association has provided the BPC with a Letter of Support for the Grant Application. The pontoon will be available for use by small craft of our Members.

Reini Duelberg has kindly donated a mast, boom, rigging and sails for the Lazy E. I thank Reini for his very useful donation.

I would also like to thank the Members, Jon, Ian, Harry, Eric, Hedley, Quentin and Scott who helped at Bunnings on Sunday. It was great to see a couple of new faces.

Jim

WORKSHOP NEWS

Work continues on the Lazy E with the side now enclosed, filled and wearing a final coat of high-build undercoat, ready for sanding.

Next activity is to sand the hull and paint it before turning.

Maleny member, Reini Duelberg has donated Mast, boom, main sail and two jibs to complete the project.

If you would like to be involved, we meet at the Workshop each Thursday* from about 8.30 – sandpaper and torture-board supplied! From November we are starting the Saturday after the meeting too – starting about 9 am

(* except when there is an away Messabout)

NEW MEMBERS A hearty welcome to:

Rohan & Renaye Exton of Yeronga

Their boats include, two plywood Sabres and they are in the process of building a Michael Storer 'Quick Canoe'

They found us on the Web



Mr Guy Reynolds of Bald Hills
No Boat details

REPORTS

ENOGGERA DAM
7th September
Story & Photos Dennis Smith

This story by Dennis just missed the September Log.

On Saturday the 7th September 2 keen paddlers met at Enoggera dam but 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, and as this was my first time here, 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.

However, 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 yabbies but I 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



DOHLES ROCKS MESSABOUT
21st September
Story Ross O'Brien
Photos Ross & Dennis Smith

Wow ! What a great day.

Firstly - A messabout was planned for Dohles Rocks, a place I have driven past hundreds of times, but shamefully have only visited once in probably 20 years.

Secondly - The weather forecast was perfect.

Thirdly - I had just revarnished my oars and replaced the rubber stops, I needed an opportunity to take them out for a test to check that I had the stops in the correct position.

Fourthly - And most importantly, I was not away at work, so I was free to take part.

The planets do sometimes all align!



A small sandy beach adjacent to the Dohles Rocks boat ramp was the meeting place for our small group. The participants included two kayakers; Tom Malcolm in his Iain Oughtred MacGregor (built by Geoff Williams), Dennis Smith in his Chesapeake Light Craft Hybrid kayak; and two rowers, Phil Brown in "Pussyfoot" his Joel White Catspaw, and me in my old Bolger Nymph.



Our fairly simple plan was to depart about 3 hours before the forecast high tide, proceed up stream with the tidal flow behind us to Deepwater Bend for morning tea, and then continue upstream until the tide turned, have lunch, and return with the outgoing tide.



The paddle/row to Deepwater Bend was stunning, the water was glassy, and with the current behind us we made great time. Deepwater Bend is well catered for boats, there is a boat ramp and two pontoon jetties. The rowers could secure to the pontoons but they were a bit too high sided for safety for the kayaks, so they used the ramp and put the boats on the bank.

After morning tea in the undercover picnic area we continued on upstream, under the Bruce Highway (M1) bridges and past the South Pine river junction, staying in the North Pine River. It's pleasantly surprising to discover how little distance is needed to go before the traffic noise from the highway dissipates, calm returns to the river, and the birds come back out.



Shortly before the forecast time that the tide should turn we started to look for a lunch spot. A very promising looking place was found on the northern bank, in fact it looked so good to be true, that we were reluctant to use it because it looked like it might be private property, belonging to the big houses along the ridge line overlooking the river. With the help of his trusty G.P.S. Dennis determined that it was in fact the bottom end of the John Oxley reserve, managed by the Moreton Bay Council, (maps are available on council's website), look up under "Carole Greene walkway trails". We were perfectly at liberty to land there.

What a gem of a discovery!

Where we landed has a large mown lawn area with shady trees. The waterfront has a low wooden sleeper wall. The water in front of the wall was no more than knee deep at high tide with a hard sandy bottom, and no mud. ...Perfect!





Before we had even started lunch, a boat was seen approaching that looked like it should be one of “ours”. In fact it was. Bernie and Hans Davncey in their Ross Lillistone, outboard powered, Flint had known about the messabout but not the times or plans, so they just decided to try to “pot luck” find us.



After lunch on the lawn, it was decided that even if the tide hadn't completely turned, it was close enough, so all five boats headed for home. What started as a pleasant cooling breeze proceeded to build as the trip home progressed, until by the time we had passed back under the bridges those equipped with auxiliary power had started to use it. Around the bend at Deepwater the river runs north/south so it became viable to tuck in under the lee of the eastern shore. Only in the last 1 km was the current exposed to the un-forecast wind causing the water to lump up a bit.

By 1 o'clock we were all safely back at the ramp and packing up.

In total we had covered about 8 km and had discovered a great new spot that has potential for future adventures. Overall it was an excellent day.

Please accept a big thank you to everyone involved in planning and participating for making the day happen.



Ross's little Nymph "Kelly's Woodyard" – When you take the photos, you can't be in them

Oh, and as for the oar rubbers, one of them is't quite right, so I'm going to have a tinker with it and then I'll be looking to retest them.

VALE

LIFE MEMBER: ED ELCOCK

Life Member Ed Elcock passed away on the 9th September after a battle with cancer. Ed joined the WBAQ in 1992 after seeing a display by the Association at the Working with Wood Show at the EKKA ground. Considering the WBAQ commence in early 1991, Ed was an “early adopter”. He served as Treasurer from 2007 to 2015 and later as Log Editor for many years. Ed was a detail person and was well-suited to those positions. He was a natural archivist, maintaining good records from which we are able to reconstruct our story.

He was very active in the restoration of the Qld Maritime Museum's boats.

In a contribution to the WBAQ's History, Ed wrote.....
“A significant memory of those early days was the time we spent on the first Sunday of the month working on the renovation of the QMM's small boat fleet. This provided members with the opportunity to learn about small boat construction and renovation at no cost, while improving the quality of the Museum's fleet”.

Ed wrote about his boating story for the Log in 2014 and here it is...

ED ELCOCK



Born in Brisbane in 1942, Ed went to Ascot State School and Industrial High School, joining the workforce as a cadet quantity surveyor in 1960. He studied at evenings at what is now QUT, working with the same firm of quantity surveyors for 27 years, becoming a part-owner. He then moved to the Quantity Surveying Section of the Architectural and Building Services Office in Queensland Rail for a further 20 years, retiring in 2007.

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 with his father. He has clear memories of gazing down on "*Laurabarda*" and thinking how great it would be to sail in a boat like her.

His first build was a double ply-on fame kayak (called "*Bren-gun*" – as it was good at shooting rapids!) that he built as a Scout project. In this boat he travelled the length of the Brisbane River – Kilcoy to the river mouth in those pre-dam days. Only a small section of this boat remains and it is screwed to the rafters of his workshop as a keepsake.

Ed continues his story...

"The opportunity to go sailing did not arrive until after I started work in 1960. The principal of the firm, Herbert Mitchell, was a Flying Dutchman (FD) sailor. After I had been working for a couple of years, Herb Mitchell's regular crew was transferred and he was looking for a crew – someone who could arrange to have holidays to coincide with the sailing championships at the end of the year. So my first ever sail was as forward hand on the Flying Dutchman, "Will-o-the-Wisp".

There were many capsizes in that first season, due to my inexperience, some of which resulted in a broken mast.

The Flying Dutchman was at that time an Olympic class. It is an absolutely beautiful boat. About 20 feet long and 6 feet beam, with a crew of two. The helmsman trims the main and the forward hand trims the large overlapping genoa, usually from a comfortable perch suspended at the end of a trapeze wire with feet on the gunwale. The spinnaker is a team effort to hoist and ditch, with trimming by the forward hand.

"Will-o-the-Wisp" had some under-floor buoyancy, but she also had a large side buoyancy tank port and

starboard. This was a normal configuration for FDs, including "Big Secret", the FD now in the collection of the Queensland Maritime Museum that was renovated by the WBAQ, (but mainly by member, Geoff Taylor). The problem was that in a capsize, the boat floated high on the large side tanks, exposing most of its bottom to the wind, and the mast sloped down into the water. This meant that if the crew couldn't get up on to the centreboard quickly (and that wasn't easy, it being so high out of the water), the boat could be blown downwind and become totally inverted.

Herb solved the buoyancy problem in his second FD, for which he retained the same name. It had no side tanks – all the buoyancy was under the floor. It worked perfectly. In a capsize (of which we were doing fewer by that time) the boat sank into the water to about the centreline. The mast was lying on the surface, not sloping down into the water, and the centreboard was also at water level making it easier to get onto. Also, as the capsized hull had a better grip of the water, it was not blown downwind as much. Then, when the boat was righted, any water in the hull had drained out the open transom by the time the crew was back on board, and the boat could sail off unimpeded.



While sailing with Herb Mitchell, in addition to the regular Saturday races at RQYS, we also competed in the annual Inter-dominion Championships held at St Kilda, Pakatoa Island (NZ) and Manly (Qld). At that time, some of Australia's sailing "greats" were competing in FDs. Jim Hardy for one and also Bob Miller and Craig Whitworth were operating as a team.





After several seasons sailing with Herb Mitchell on his FD, Herb wanted his son to crew for him. I crewed on a casual basis on few other FDs, then the opportunity arose to crew on a keel boat, "*Jindalee*", a Daydream class owned and skippered by Phil Edwards. We had a crew of four, Phil, his wife, my brother, Jon and me. It was the first time I had sailed on a keel boat, and it was nice not to have to worry about capsizing. The Daydream is a 28 foot double-ended ply on frame sloop. She was sailed around the buoys on Saturday afternoons.

We crewed on "*Jindalee*" for a couple of seasons, then I heard that Maurice Tilly was looking for crew on "*Sequana*". I applied for the position, hoping to be able to sail in the Brisbane to Gladstone Yacht Race, a dream held since those early days on Shorncliffe pier with my Dad. After a test sail, I became one of the list of crew to have sailed on "*Sequana*" (a list which includes WBAQ member Tony Harland). "*Sequana*" is a 35 foot Buchanan designed sloop with traditional lines with a long keel, constructed in steel. The beauty of a steel boat is that it is strong, rigid, and doesn't leak.

After some round the buoys and weekend races in "*Sequana*" the big moment had arrived - it was time for the Brisbane to Gladstone. The race was, of course, very exciting, and I loved every minute of it – except being seasick. That occurred the first evening out. I wasn't feeling too bright and had a technicolour yawn over the side. Maurice (a pharmaceutical chemist) provided a tablet of a type given to pregnant women for morning sickness and it worked well. In fact, in the years I sailed on "*Sequana*" I was never seasick again. But it wasn't all due to that one tablet – I think confidence in the boat has a lot to do with it. It took a ride on a plastic boat before I was crook again.

While that first Gladstone was one of the best things I had done to date, the return journey was an equally memorable experience. We had a crew of six for the race, but after we arrived, four of them stated that they were not available for the return trip, so it was just Maurice and me. We came down the inside of Frazer Island, overnighted in Tin Can Bay, then out over the Wide Bay bar and non-stop home to Manly. While we anchored for the night where we could, there were considerable periods when Maurice was asleep below and I was "in charge". I thought it was better than

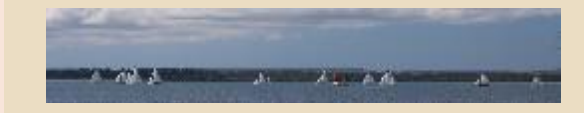
Christmas. I learnt a great deal from Maurice on that trip.

During the off-season in 1971, the boat underwent a major refit on the slip at Ray Caniff's yard. The hull was completely stripped out including the removal of the ballast. The exterior and interior was sand-blasted and zinc-sprayed before being repainted. Then everything had to be put back together again. It was a big job, but by the end of it, the boat was like new again.

With a "new" boat, the suggestion was put to Maurice that "*Sequana*" should do the Sydney to Hobart again. The thing which helped the argument was the recent introduction of an age allowance in the handicapping system, which gave boats over ten years old encouragement to compete.

Maurice agreed. What a great adventure. I was on the boat continuously from its departure from Manly Boat Harbour, until its return six weeks later. The sail to Sydney was interesting but uneventful. We spent a week or so in Darling Harbour getting the boat ready then Maurice flew down a couple of days before the start which was nerve-racking. "*Sequana*" was small compared to some of the others in the fleet, but we got away without collision. We got some rough weather crossing Bass Strait. "*Sequana*" lacked the fancy Brooks and Gatehouse gear with mast-top sensors and readouts in the cockpit, but other boats so equipped, ahead of us and behind us were reporting gusts to 60 knots. Fortunately, we were going with it, so that made it easier. The large seas were awe-inspiring.

We arrived in Constitution Dock early on New Year's Eve. Ted Turner's *American Eagle* was first across the line and also won on handicap. Maurice had to fly home soon after the race. We spent a few days in Hobart then left for the trip back. We had a crew of three for the return trip. We wanted to qualify for the Ocean Cruising Club which required a 1,000 mile non-stop voyage, so after an overnight in Wineglass Bay we sailed directly back to Manly in 10 days. Conditions varied from absolutely becalmed in the middle of Bass Strait (we went for a swim) to rough enough to heave-to. We came past the Gold Coast mid-afternoon, inside the shark nets, just outside the breakers, and said "Hi" to the surfers. We did the Hobart again in 1973.



The thing I like about wooden boats (at least small ones) is that they can be built and modified with the minimum of tools and experience, and that there is much more to them than just wood 'n' boats. A wooden boatie will also learn about sails and rigging, a variety of building techniques, glues and finishes, small (mostly) motors, trailers, and a host of other things. I am grateful to the membership of the WBAQ for the experiences and friendship they have provided, the messabouts; the meetings; the barbecues, and the shared interest".

In his contribution to the WBAQ History, Ed concludes..

I have greatly enjoyed my membership of the WBAQ over the last 30 or so years. I have made many friends and learnt a great deal. I am confident that as an organisation, it has a good sound future

MORE ON EPOXY
Bruce McConkey

There are several epoxy manufacturers/suppliers, each with their own instruction. The message I took from the Glen L article is that epoxy is expensive and, through care, wastage can be minimised. Ed.

Bruce writes of Boatcraft epoxy...

"I AM ABSOLUTELY AGHAST THAT THE SEPTEMBER ISSUE OF THE LOG HAS PRINTED QUITE FALSE INSTRUCTIONS FOR MEASURING AND MIXING EPOXY BOATBUILDING RESINS (NOTES ON EPOXY From the Glen L Newsletter).

To quote from the article

"NEVER vary the ratio of resin to hardener specified by the manufacturer.

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.....Pour out the proper proportion in each container but don't

combine them..... then combine the hardener and resin together in the mixing container".

This absolutely incorrect procedure ignores the important fact that resins and hardener have considerably different viscosities. This means that different amounts of resin and hardener will remain behind, stuck to the walls of the A and B measuring containers. The combined mixture will then be off-ratio to varying degrees depending on how scrupulously you might scrape out the A and B containers. Furthermore, because epoxy resin is more viscous than hardeners, the combined mixture will be enriched with hardener, which is the worst situation because excess hardener both softens and reduces the water resistance of the cured epoxy.

This off-ratio error will clearly be worse for high ratio epoxies (5:1 resin: hardener) such as West because the error is in a smaller amount of hardener. In low ratio epoxies (2:1 or 1:1) such as Bote-Cote the error is lower because a higher proportion of the combined mixture is hardener.

The ONLY correct procedure is to pour a required amount of epoxy resin into a mixing container then pour exactly the correct amount of hardener on top of it. The hardener, being lower density, floats on top so you can easily correct it if you pour too much. Then mix the components together in that container, making sure that all viscous material is scraped away from the sides and bottom of the mixing container so that no under-mixed liquid remains which can end up as a soft or sticky patch or streak in the cured product. For final certainty of complete mixing, pour and scrape all the liquid into a quite clean container and remix it, to ensure that no under-mixed liquid can end up in the finished job.

Techniques for measuring the quantities are fully described in brochures available from BoatCraft Pacific for Bote-Cote epoxy. These can be by volume which is quite adequate, or, more accurately by weight. I must emphasise, however, that the ratio by weight is not the same as the ratio by volume, due to the different densities of resin and hardener. For Bote-Cote these ratios are 2:1 by volume but 2.33:1 by weight.

*At the end of the article there is reference to BoatCraft Pacific hardeners. I must emphasise that there is no connection between BoatCraft, who are Australian makers of epoxy resin systems, and Glen-L who are an American boat design company, and we strongly disagree with the technique described in the



article. Full information on using BoatCraft’s products is available in our publication “BoatBuilding with Bote-Cote”, and online at www.boatcraft.com.au.

Bruce McConkey

NEWS

WHAT’S ON AT THE QLD MARIME MUSEUM

Something really different...



MAHO MAGIC BAR SEANCE and FLIGHT

3 October 2024 – 8 December 2024

Various times: Tuesdays to Sundays

A new immersive experience precinct is sailing into the Queensland Maritime Museum for a limited season. The hit Japanese immersive magic show, MAHO MAGIC BAR will take up residence alongside DARKFIELD’s acclaimed spine-tingling thrillers, SÉANCE and FLIGHT, creating a new destination for Brisbane’s adventurous.

Strange worlds unfold in SÉANCE and FLIGHT, two acclaimed multi-sensory experiences set inside custom-built shipping containers — and in complete darkness. DARKFIELD utilises its signature 360-degree audio, along with sensory effects and hyper-realistic sets, to challenge your senses and leave you

questioning **More Details** [MAHO MAGIC BAR, SÉANCE and FLIGHT - Queensland Maritime Museum](#)

THINK ABOUT THIS...

Hard to believe I once had a phone attached to a wall, and when it rang, I picked it up without knowing who was calling.

WHAT HAPPENED AT THE LAST MEETING

Well, we had a treat. We helped out Steve from Te Waka Dragon Boats with a little project. Steve is a retired butcher and he gave us some beef & tomato sausages to cook and enjoy. It’s nice to have good neighbours!

THE BOATS OF SCOTT GARVAN

Scott told of his early days around Sydney Harbour sailing in moths and Cherubs. After arriving in Brisbane he moved into motor boats, inheriting his grandfather’s 1927 Halverson. During Expo 88 he met Alan Graham and that friendship would play a large part in his life to come.

He purchased Miss Toorbul with a 6cyl V8 – a typical Bay Cruiser. He kept her for 16 years.

In 2015, he bought the 18ft, single Simplex “Classic” from Alan and took it to Hobart for the Wooden Boat Festival. Too slow and too heavy, he decided to build a smaller version from Alan’s plan. “Lillian Rose” was the result – 16ft with a 21hp diesel attaining a speed of 12 knots. With an all bright finish, she is a work of art. Scott still has it.

Seeing a 1975 Pride “Cheetah” ski boat he saw it needed a bit of restoration. It turned out not to be a “bit” – a total rebuild was needed. Replacing the transom, floor and motor with a nice 75HP.

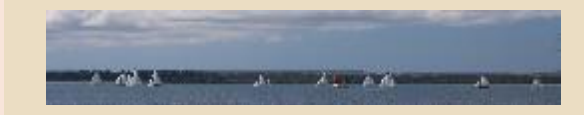
In 2023 he took on TIKI with a 2 cyl Clae – another Alan Graham build owned by Ian Trail. He has completely renovated it and it has come up as new. As they say.. Too many boats are never enough!

JUST FOR PUN!

Two sailors were out in their boat when a hand appeared out of the water and moved side to side before disappearing.

“Do you think that was someone drowning?” asked one.

“No” said his friend “It was just a little wave”



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
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 P,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

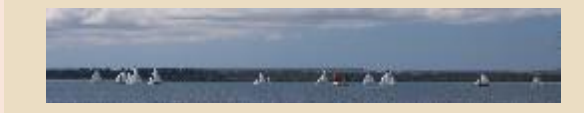
**Mark your calendar now.
Contact the Host if you are attending**

MESSABOUT CO-ORDINATOR	Phil Brown 0416 057 277 Contact designated host for each event where stated.
3-8th November	Cootharaba Camp Week at Boreen Point. Stay at the campground right on the water edge. Great place for sailing, motoring or paddling. Come for the week or a couple of days. Dinner at the Pub, probably Wednesday. Information & bookings Boreen Point Campground - Noosa Holiday Parks

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

A classic wooden boat "Wanderer" is for sale in Cairns.

Built in Maryborough, Queensland in 1902/1903, she was sailed extensively around Moreton Bay. She was original configured as an auxiliary powered gaff-rigged fore and aft schooner. She had two trunk cabins, tiller steering and a long bow sprit. Wanderer is currently partly restored/reconstructed back to her original configuration and is currently being used as a motor launch.

<https://yachthub.com/list/yachts-for-sale/used/sail-monohulls/custom/309174>

For Sale. Ray Kendrick design. Scarab 18 folding trimaran. The main hull has been mostly finished. It needs some small touches and a good paint job. The construction is with a foam core in a sandwich structure. BoatCote products used in the construction. No plywood. The cost of building this hull has been around the 10k mark and many hours of work. To finish the boat requires the building of the two floats. The floats are easier to build and can be finished in about 100 hours each or so, depending obviously on the skill level of the builder. It is a very lightweight, fast on the water and easy to transport on the road on a trailer. Asking price \$5000 but very negotiable. All offers considered. Location St Lucia. Contact Antonio Peyrache <aapeyrache@msn.com



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



Before



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



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



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.

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**COME ON BOLGER LOVERS- THERE MUST BE AT LEAST ONE OUT THERE THAT CAN FINISH THIS PROJECT.
ALL THE HARD WORK IS DONE TO A HIGH STANDARD.**

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 sits on a pivot point, where the weight is effectively placed for precise control. They sail on through the channel, even in rougher weather.

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