



**THE WOODEN BOAT
ASSOCIATION OF QUEENSLAND Inc**
Celebrating the diversity and enjoyment of Wooden Boats -Since 1991

THE LOG

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AUGUST 2025

“Sailing – the fine art of slowly going nowhere at great expense while being cold, wet and miserable”

Irv Heller



FLINDERS DAY CAMP MESSABOUT

Story Inside

Photo by: Phil Brown



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Workshop

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Regular Meetings and Activities

A monthly 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.

Committee Meetings are held prior to the meeting at 4 pm.

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

Ahoy all,

For those of you that who don't get a chance to drop by the boatshed workshop you missed a chance to see expert boat builders at work, not me, but Ian P and Scott Garvan, fashion a keel out of a slab of quilla.. (Check out the photos below)

Pretty to watch. That is for two reasons, one is teamwork in solving how to use our great big beautiful bandsaw (Thanks Trump for the adjectives!) and the second reason is we have the workshop to help members produce parts of boats where you don't have your own expensive equipment.

Saturday last, with the help of Ian P's electric steamer (thanks Ian) and my son, I finally fixed the port- side gunnel to my David Payne 'snapper boat'... photos next month. We also fitted the engine, a 9.8 HP outboard/inboard. I am pleased it's now starting to look like a boat.

Some years ago we had what was called "a shed visit" where members would have an "open shed day" and we would gather at someone's boatshed/workshop and have a look at what progress they were making.

Planning is important, to time it for when you have a particular difficult job, like turning the hull over or gluing up a bird's mouth mast, or you just want a collection of like-minded friends to help solve a problem you may be having trouble with. Don't be shy to put your hand up for a visit as that is one reason you joined the WBAQ- free help.

Have you had a look at the great Messabouts coming up? If you are unsure what's involved, talk to Phil as there is normally spare seats in other members' boats, so don't feel you need a boat as there is always an opportunity to get out there on the water.

Whatever you do, do it safely.

Jon

WORKSHOP NEWS

Some people recycle paper, cans and bottles – We recycle boats! A worthy past-time



Scott rolling on some undercoat on the Lazy E

Russell Martoo is building a David Payne lapstrake putt-putt and he had a huge piece of Quilla measuring 5m x 200mm x 50 that needed to be transformed into a keel for the boat. He tried to cut it out with his jigsaw but that failed on the dense timber.



So he brought it into the Workshop to be cut on the bandsaw. It took all 4 people to manhandle it (Russell, Scott, Jon & Ian) but they managed to follow the line and the operation was a success.



That is what the Workshop is all about. Apart from the interaction and companionship, we have the equipment and I hesitate to say, the expertise too, to handle most projects – big or small. Workshop is open Thursday mornings and the Saturday morning after the meeting from 9 am. *(unless there is an away Messabout)*

Paul working on a Water Rat at the Maleny Wood Expo 2019

Our sympathy to Deb and family. A memorial for Paul will be held during the Lake Cootharaba Messabout in November.

**UPDATE- EX MUSEUM BOAT –
"ANNIE E KOLLS"**

Last month we wrote about the putt-putt launch "Annie E Kolls" that was named in honour of the American donor of the sailing skiff "Fury". The putt-putt is now owned by Terry Wood of the Gold Coast and it is powered by a single cylinder Stuart Turner motor. It has been renamed, painted green and fitted with a canopy. It has appeared at the Bribie Classic Regatta for the past 3 years.



Paul (Right) talking to people at the Maleny Wood Expo 2024

VALE PAUL McSHEA

It is with great sadness we advise the passing of Paul McShea. A member since 2014, Paul was a keen builder and sailor. His last boat "Eve" was featured in our calendar September 2024.



WEBWATCH
Go boating without getting wet

Canoe hatches & bulkheads
[Installing Hatches & Bulkheads - Petrel Play SG - E30 - YouTube](#)

Denman Marine (Tasmania) Newsletter
[Denman Marine Newsletter](#)

The Ashley Book of Knots is the 'bible' of ropework. You can download the whole book here for FREE:
[The Ashley Book Of Knots : Clifford W Ashley : Free Download, Borrow, and Streaming : Internet Archive](#)



You can download it (236mb) in a number of formats including PDF. It's > 600 pages for FREE! Bargain! The "PDF" is just the cover and index. The "PDF text" is the whole book (minus the cover). You probably need both.

FLINDERS DAY CAMP
19th July
Story & Photos: Phil Brown



July Saturday 19th was the anniversary of Matthew Flinders taking a sextant reading on what is now known as Coochiemudlo Island.

The folks of the island hold a re-enactment of this event with a Marching Band, Sea Cadets Marching, and a number of market stalls.

Over many years, our Wooden Boat Association has participated in this event, by having some boats on water in the vicinity. This year was no exception, with three boats launching on the Friday morning, and intending to stay out three nights. We were proceeding to the eastern end of Main Beach, and being genuine yachties, we answered the call of the curlew and decided to visit the Curlew Café for a coffee.

The boats were two Bolger Bobcats, "Explorer" and "Kathleen", and a Norwalk Island Sharpie 18', "Playstation Too". Having had our caffeine hit, we returned to the tillers in search of wind. Thank heavens for motors!

We headed off, around Potts Point, top of Macleay Island, and went on to a beach in Cow Bay (I think), where we had an early lunch and a chat. Finally the breeze arrived and we went for a good sail in the local vicinity, where we played around for a couple of hours and then headed into Dalpura Bay, where we were to

anchor for the night for sundowners and dinner in the park shelter.



Saturday morning after breakfast we three had a bit of a sail, mainly heading toward "Coochie". We met another member Dennis Smith, coming over in his Scruffie 16, 'Y Knot Wood', where of course, we were beckoned to the Curlew Café.

We then joined with the event of the day, with some of us sailing around and others being on Norfolk Beach enjoying the pageant. Two more boats joined us, an Argie 15, and a friend in a First Mate, so more sailing was enjoyed before heading again to Main Beach for lunch. The afternoon was a repeat of Friday except we had six boats heading to the Dalpura Bay overnight anchorage.

Sunday morning revealed good weather so we had a leisurely breakfast and camaraderie before upping anchors. The visitor in the First Mate had to return to the mainland earlier than the other two, so we had a sail around in the paddock (being the body of water between Victoria Point, Macleay Island and Coochiemudlo Is.) until the First Mate headed for the boat ramp.

A while later we headed into the eastern end of Main Beach for morning tea but the plaintive call of the curlew drew us once more to take the well-beaten path to the Curlew Café.

More sailing was enjoyed after the interlude and we had better weather than expected for the weekend. Back to the beach for lunch, more sailing. Two others returned to the big island, and the three amigos returned to Dalpura Bay for another night. Sundowners were enjoyed, as was the sunset.



Monday saw us depart to make our way to our respective homes. The boat ramp at Victoria Point was pleasantly quiet.

Another Messabout completed safely, in good company and in a good playground.

JACOB WELL MESSABOUT
24th – 29th JULY
Story & Photos – Alex Malcolm

Three boats attended this event. Phil Brown in PlayStation Too, Alex Malcolm in Explorer and Colin Nalder In his Savage ‘Dolfin’, launched off the Jacobs Well ramp.



On day one of sailing the group sailed to Cabbage Tree Point. The weather was blustery with winds around 15 knots on return. Morning coffee was enjoyed on the beach. Colin enjoyed the freshening wind and performed a couple of sail pasts. Oh no, the Explorer was taking on water! A crack in the hull where the rollers of the trailer contacted was discovered. Alex pulled the Explorer out of the water at the ramp, to repair when at home.

Day 2 of sailing saw Alex and Phil in Play Station Too, (Norwark Island Sharpie 18) visit Calypso Bay then venture into the adjacent channel going to the Pimpama River. Even though it was nearly high tide there was not enough water to get through. They sailed back out into the main passage and down to Woogoompah National Park and return. The Westerly blew them outbound and they were able to sail most of the way back to the anchorage.



Day 3 was a Lay Day for Phil. Alex sailed with Colin in his trailer-sailer which he keeps on a mooring in the Jacobs Well channel. His boat is very beamy and handles weather extremely well. It doesn’t have a centreboard but keel and a skeg on either side that act as leeboards. Once again down to Woogoompah National Park in a Force 5 wind but had to motor back against the fresh breeze. Dinner was enjoyed at the Jacobs Well Tavern that evening.

Day 4 saw Phil and apprentice Alex motor off the beach to raise sail. This was a frazzling and frenetic operation in close quarters with a lot of live-aboard boats and channel traffic hampering manoeuvrability. Alex confirmed he is a dedicated ‘small boat’ man. Once again, they set off southwest in Force 6 gusts. At the Woogoompah National Park marks, ‘Play Station Too’ decided it was time to go about and head home! Colin and Paul in Dolfin motored past. On arrival back at the ramp ‘Play Station Too’ was loaded onto the trailer and derigged in preparation for the road journey back to the Redlands.

This was an enjoyable messabout with good company.



THE MIRROR 16 REBORN

The Mirror 16, a product of the 1960's, like a phoenix rising, is being re-imagined, revived and reconfigured to be rebuilt and to sail again in numbers (maybe).

Described in Wikipedia: "The **Mirror 16** is a class of sailing dinghy which was sponsored by the Daily Mirror newspaper in 1963, and the design project was headed by Jack Holt. Its design was based upon the easy-to-construct stitch and glue principle introduced by Barry Bucknell for the Mirror 11 dinghy. The Mirror 16 was designed for the racing enthusiast and also the camping/potterer dinghy sailor. The concept was a relatively light dinghy with a large sail area that could easily be reefed. The mainsail was designed for slab reefing and the large genoa had roller reefing. The Mirror 16, like the Mirror 11, was produced with distinctive red sails. The Mirror 16 was faster than the Proctor-designed Wayfarer".

It was 16ft overall; 6ft beam with a hull draught of just 6 inches and carried a sail area of - Main 123 sq ft (11.4 m²), Genoa 55 sq ft (5.1 m²), Spinnaker 120 sq ft (11 m²). It had a fairly light-weight hull around 120kg.

Don Schilling of Cleveland Ohio contacted us after reading in the Log that some of our members have Mirror 16s. His father built one in the 1970's from a kit (No 366) as this is the way the boat came. No plans were ever provided as the Mirror came only in kit form for assembly and sadly, the original templates have been lost. About 600 boats / boat kits were produced.



This was the boat "The Black Pearl" (No 366) completed with this photo taken in 2017



Don's query revolved around the "stirrup" that supported the centreboard. The centreboard did not have a pivot pin going through the centreboard case but it hung in a U- shaped device that supported the board through a pivot-point.

Now, John Tancock, being a former Mirror owner, took a photo of the device some time ago and passed it on to Jim who rummaged through his files, found it and duly sent a copy to Don.

Problem solved.

Don is in the process of making full-size patterns from CAD dxf files that look like this (below) and has purchased the plywood and timber for an eventual build. His report on the Project progress follows.



The Internet makes the world a smaller place and it shows that the Log is read by wooden boat followers outside of Australia.

If you are in a country outside Australia and reading this, we would like to hear about your wooden boat(s).



Don Schilling grew up sailing on Lake Erie and his father built Mirror 16 #366 in their garage. Below are some details on his project and links to his website.

DON WRITES.....



Why bother saving an old boat?

Fair Question

Modern boat design has come incredibly far with boat speed continuing to climb through the combined use of high-tech materials and foils. As such, why should anyone invest time and effort on an old boat design, especially one constructed out of simple materials that you can build in your garage?

A Forgotten Experience

A while back, I began thinking about my own experience of learning to sail which in part was spent on a Mirror 16 built in our garage. At that time (1970) this was the most affordable way for our family to get on the water.

I still remember the smell of epoxy glue in the garage and my dad's attention to detail as the boat took shape. Once built we took the boat camping, sailed it on inland lakes in Ohio, Canada and launched it off the beach into the Atlantic Ocean.

We only owned the M16 for a few years and moved onto a series of other boats. Looking back, the Mirror 16 was a terrific dinghy and had an impact on our family.

2016: The start of a new project

I began researching and found that detailed plans were never published because the boats were sold in kit form.

I also found several forums with members contributing their insights to support the Mirror 16 class who also were developing plans and templates. That encouraged me to head down the path and begin this project.

The goal of the project is to bring together a collection of resources essential for constructing a Mirror 16.

Toward that end, I have leveraged the generous contributions of past and present Mirror 16 owners, particularly those who have shared their insight and experiences on platforms like boatdesign.net. I'm grateful to all of them.

I also created several new resources:

- 2016: Modern Hardware listing – with links & prices
- 2018: Hull measurements and documentation
- 2025: Enhanced 1969 Construction Documentation
- 2025: Low cost solution for printing patterns

Worth the Investment

I think the Mirror 16 is a design worth supporting and hope you would consider participating and share your insight and feedback with the project.

The Game Plan – Build a Boat! (July 2025)

I am printing paper patterns and have started cutting parts from marine grade plywood necessary to construct a hull.





Breakthrough aspect: Completed Drawings

In 2021, a member of the boatdesign.net forum published CAD/CAM diagrams for a complete Mirror 16.

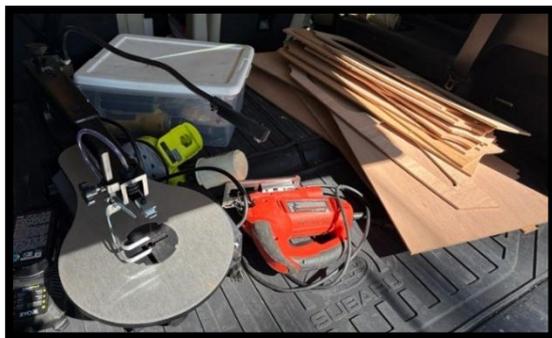
While a skilled craftsman with access to a computer driven router table could easily use the .dxf files to prepare the parts that is out of reach for many folks including myself.

Priority: Easy access to printed patterns

The original 1969 instructions noted that “a complete novice could assemble his boat, with the simplest of tools, in any spare space he had.”

Process to print patterns:

I developed a multi-step process where dimensionally accurate images scaled 1:1 are extracted from .dxf files and converted to individual large format .pdf files. Those large .pdf files are then converted to multipage .pdf files that maintain the dimensional accuracy and the 1:1 scaling.



The new boat build is underway:

As the new boat build is underway, my car, the basement, my son’s barn are filled with printed patterns and plywood pieces.

Faithful to Original Specifications:

I understand the CAD/CAM drawings were created to be aligned with the original rules and my documents embrace the same. I am however open to evolving the process.

Support Structure: Aid to Construction

I developed a set of supports, that I am hopeful will aid in the process of bringing the hull panels together.



Website Links:

Updates to our progress and links to all of the resources are included in our website.

<https://www.ancestrypaths.com/misc/mirror-sixteen/>

Thanks to the many folks who have helped me advance this project so far.

I hope you find this project of interest and would appreciate your insight and feedback.

Email: rebuild_mirror_16@yahoo.com



ADVENTURES OF TERRY & FAYE SILK

Terry Silk came to the June meeting after quite a long absence. Terry is a man with a story that newer members may not be aware of but fortunately his story is well-documented through his contributions to the Log during this particular interesting journey.

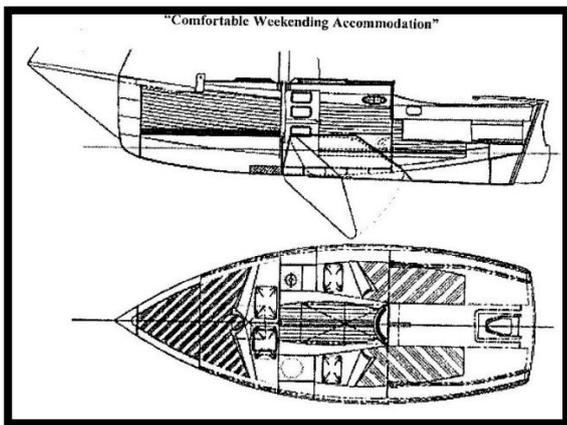
Long, Long ago (about 2002) Terry had a dream, initiated by seeing a magical television travelogue of a “boat sailing through the sky”. In fact it was a canal



boat traversing a viaduct on the Llangollen canal in Wales some 30 metres above the River Dee. A voice flashed through his mind “you have to do that before you die”. A plan was born.

Researching the UK canal system (aka the Inland Waterways), he realised that the boat had to have a beam no greater than 6ft 10 inches at the widest and most importantly, a length to fit into a 20ft shipping container. The parameters were set.

Terry chose Dudley Dix for the plans of a modified Cape Cutter 19 to build a suitable boat. He writes “I am neither an experienced boat builder nor an experienced sailor. However I am a keen craftsman by inclination and a determined battler by necessity”.



The layout in the unaltered plans of the Cape Cutter 19

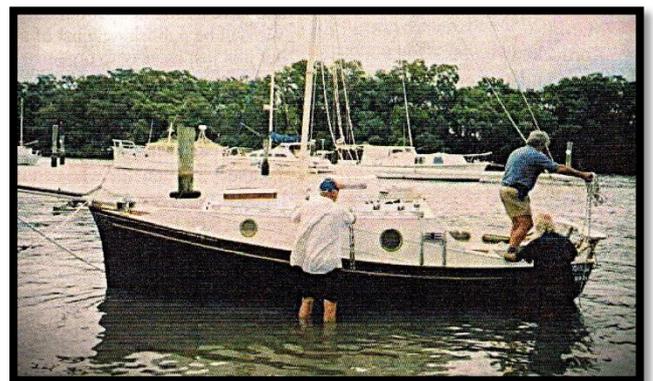
The build demanded a fulltime period of 2 years and a part time complement of approx. 20 hours a week for the remaining 2 ¼ years – that is 4 + years. Terry confesses the cost, without accounting for rent and lost wages was equal to the purchase of an off-the-shelf model of a similar size. But “Marnie” as she was to be named was craftsman-built with extra protection to guard against foreign objects (e g sunken shopping trolleys) hidden in the shallow waters and extra glass up front to handle ice if the canal is frozen. The list of safety gear was extensive with 2 x 50 gallon bilge pumps, extra flares, safety lines, inflatable dinghy 2 Epirbs, 2 GPS, VHF radio etc. There was a 2 burner gimbaled metho stove and storage for 50 litres each of water and petrol. There was also a porta-potti on board.

“Marnie” was primarily intended to be a motor boat and was fitted with a full weather-resistant canopy to double as a living area with standing head room. A doghouse (a lookout box) was fitted, so that if the weather turned foul, the boat could be driven in the canals, being steered with a system of ropes and pulleys to the tiller. The cabin as raised 11 inches higher aft and 7 inches forward for a bit more room. The motor power was to come from a 9.9 Mercury Bigfoot 4 stroke outboard with the ability to charge 2 x 34hr AGM batteries.

With wife, **Faye**, the plan was to spend several years overseas. He writes that the maps of the waterways of Europe look like a map of highways. It is feasible, he says, to tour through France and Northern Europe, return south and then head east through countries once closed to travellers. The Black Sea can be reached through Russia (perhaps not advisable today!). Their plans for England included a time working.

Terry writes “**Great trips are simply a number of overnight journeys, tagged together**”. Profound words.

By February 2007, they were waiting for it all to fall into place, with everything hinging around the shipment of “Marnie”.



Making “Marnie” ready in Brisbane (From the cover of the Log Feb 2007)

After extensive sea-trials around Brisbane, by the 4th of July, Marnie was in a container and on her way to Belgium. Terry says “No more boat-building to do, at least not here in Brisbane. The list of things to do on the boat did not get completed so it looks like our first



week in Belgium will be spent at a boat yard". Belgium was selected as the cheapest entry point.

In life, Murphy's Law always applies. In August 2007, whilst getting their home in a rentable condition, Terry ran a circular saw into his ring finger resulting in a hospitalisation and surgery, delaying their departure. By October 2007, they had made it to Antwerp and had "Marnie" on the hard, "working our way through the endless list of tasks to be completed. But there is no rush". They lashed out and bought a Belgium carpet for A\$17 that covered the whole living area and were considering all options until the winter passed.

By December 2007, Marnie was moored in the "Basin de Marine" at Dunkerque, France. They had insurmountable problems with the French authorities granting an extended visa. "Our entry into Ghent felt like a Disney inspired ride... we dropped the mast and ventured further up the main canal. We motored into an ancient world of autumn coloured vine-covered walls, overhanging trees ablaze with reds, gold, maroons and yellows".

The next port of significance was Brugge that was described as a tourist trap as every building in this historical town was flogging souvenirs. He describes it as "Tacky-town" and decided to move on to Veuren.

They were reluctant to leave Europe but decided to "push on to England to seek an increase in our bank accounts".

The greatest challenge in canal travelling was to navigate the locks "that make the rivers run uphill" without damaging the vessel therein.

Being unprepared to risk "Marnie" in the notoriously dangerous passage across the English Channel, they decided to truck her from Calais to the Midlands.

By Christmas 2007, they were well established in England and on Christmas Day they had roast pheasant, roast veg and steamed pudding with hot custard – all cooked on a 2 burner stove. They experienced the traditional white Christmas. Terry had been working for a boatyard since November to gather more cash for their travels. He was mainly working solo on a 7 metre longboat on the hardstand where they

were moored. Faye was also working but at what, is not disclosed. Temperatures had dropped to 0 Deg C.

By February, the work at the boatyard was drying up and Terry thought he would have to get other work but instead they set off cruising and by April they were enjoying the approach of spring in the country canals – daffodils, tulips, bluebells etc.

On the 20th April, they fulfilled their dream of crossing over the Pontycysylite Aqueduct on the Llangollen Canal, "floating through the sky 126 feet above the River Dee". You will recall it was the bringing of this dream to fruition that was the very reason for building "Marnie" and this subsequent trip. There was only 4 inches as a margin of error on each side on the crossing with no guardrail and only a 50mm edging preventing a fall below. (One ticked off the Bucket List!)

Interestingly, "Marnie" wore two 5m lengths of carpet to protect her sides in lieu of normal fenders that could become trapped in the locks and cause the boat to be hung up with disastrous results. Motoring, they were using a litre of petrol an hour.

The speed limit in the canals was 4mph (a moderate walking pace) to minimise wash and erosion of the banks but when passing moored vessels, the speed limit was reduced to 3mph or lower. Bridges further restricted the canal width and thereby further reducing the speed so a maximum of 30 miles travel per day was the usual limit. Then there are the locks, most of which were manually operated with a mechanism that is "both simple and ingenious". On average, each lock took 10 minutes to pass through. We suffer "ramp rage" here at times but over there, "lock rage" is common, especially at peak times.

By August 2008 they were back at Hockley Heath preparing "Marnie" for sale with a new coat of paint and a return to sailing mode. In the UK they had travelled The Stratford-on-Avon canal, the Birmingham canal, the Shropshire and Llangollen canals, the Worcestershire canal, the mighty River Severn and the Thames.

They arranged "Marnie" to be trucked down to the upper Thames where there were more chances for a sale amongst more traditional boats (and moneyed



folk) and having a bit more time before leaving for home, they travelled down the Thames to London.

Plane tickets were purchased for the 20th of August 2008. Back to Oz.

The October 2008 Log tells us that Terry & Faye are back in Australia and have been for 2 months, looking for employment. You will recall that 2008 was **the Global Financial Crisis (GFC)** and it hit hard, particularly in England, where things moved rapidly from recession to depression. Australia got off relatively lightly. In the UK, their finances looked like being inadequate to remain. "Marnie" was wrapped up on her trolley at "Barge Walk" just below Hampton Court on the Thames. Luxuries such as boating were put on hold by all and boat sales stagnated. Of the shipyards, "Not a good time to be running a small business" he says.

Terry & Faye settled back into Brisbane life, enjoying the sunny weather and remembering the highlights of their adventure. On "Marnie" two people living in a very small space was challenging but they survived for a year. "Unfortunately, entry and exit points (in the boat) usually require the boat dweller to bend, twist, squint and rabbit about like an eel on two legs legs and not usually being very gracious while he is about it".

"Life on a small boat involves the communication expertise of the Dali Lama. Forewarning the other of our intention is definitely a smart move. It can avoid nasty events like an unexpected drill bit entering anatomical parts with an alarming speed".

On the final page of the Log, Marnie is listed for sale with a full description, presumably "as is, where is".

Now I have told you that story so I can tell you this: Terry is going to build a canal boat to his own design so he can do it all again. There is more of this great story to come...

JUST FOR PUN..

"EVERY MORNING, I GET HIT BY THE SAME BICYCLE...IT'S A VICIOUS CYCLE"

THINK ABOUT THIS...

"WHAT IS THE DIFFERENCE BETWEEN A HIPPO AND A ZIPPO? ONE IS REALLY HEAVY AND THE OTHER IS A LITTLE LIGHTER"

WHAT HAPPENED AT THE LAST MEETING

AN INCREDIBLE JOURNEY

Tom Robinson told us of his journey from Peru across the Pacific in a rowing boat he designed himself. His story began at age 12 when he rowed a 12 ft dinghy and fell in love with rowing. By the time he was 14, he had a vision to row across the Pacific. Now that's very young to have a "bucket list" but 9 years later in 2022 at aged 22, he came to realise his dream.

He built a boat based on a traditional whaleboat at 24ft in length but a bit fuller in the stern to carry the weight. It was constructed of 6mm ply lapstrake with gum ribs copper nailed. There was a small cabin constructed of 4mm ply. It took him 5 months to build and another 5 months to get on the way from Lima Peru (Covid got in the way).

He set off with 150 day's supplies west across the Pacific, rowing 8 to 12 hours a day. He had no external contact for 49 days but made contact with a fishing vessel who supplied him with a few goodies. Fish were abundant.

After 160 days he landed on Penrhyn Island part of the Cook Island group – population 200 where he was accepted into the community, being given a local name as an honour. He stayed there 4 months due to the impending cyclone season and a wait for the resupply ship to arrive.

The next stage was in a SW direction toward American Samoa where he arrived after 38 days at sea. He stayed there 5 weeks. These stops were planned so Tom could experience the culture of the Pacific which was regarded as most important part of the journey.



The 3rd leg was 52 days and Tom found this period the most difficult personally. It was a lonely time and a time working against the current. At times he lost all the ground (actually sea) at night that he had made during the day. Rations were getting low. Destination was Vanuatu and he had to find an official port of entry. He found refuge in an atoll where there was a single family in a hut but he could not land. He spent 5 days there. This island was actually where Bligh landed to get water during his misadventure.

The final leg was to be 261 days to Cairns but 5 days out he was sitting in the cabin with the hatch open and there was a rumbling sound and the boat flipped upside down. Tom swam to the outside and clambered onto the hull. He had an EPIRB in the cabin and he went back down to get it. It was touch and go with him clinging to the hull as waves broke over him. He lashed himself to the hull with rope and spent the night and he had doubts about his survival.

Tom must have seen the most beautiful sight in his brief life when a P & O Cruise liner (ship name not known) came over the horizon when a rope ladder was deployed and he was taken on board, clothed and fed. He was taken to New Zealand from where he flew home.

Tom was awarded the youngest person to row the Pacific record.

As a post-script, on New Year's eve, he got a message that his boat had been located on an Island near Alotau on the southern tail-end of PNG.

With some trouble, Tom travelled there and found the boat but unfortunately was not salvageable.

For the past 9 months, Tom, a qualified boat builder runs a slipway **UNDERWOOD'S MARINE** Molly Rd, Tingalpa Creek. His passion for wooden boats is strong and he can provide all things for wooden boats, big and small.

That was a terrific talk, well-presented and illustrated. Thanks Tom.

(Notes taken during the talk. Accuracy not guaranteed)

Next Month our Guest Speaker is expected to be ALENKA CASSERMAN who is building a 19ft wooden Globe 580 to perhaps enter the Around the World Race. Google that. Should be interesting.



CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2025

***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 Cook	<ul style="list-style-type: none"> Wednesday 27th, Sail/motor, Shorncliffe to Woody Point return. HT 2.03m at midday Saturday 31st Bunnings Sausage Sizzle, Newstead Volunteer cooks needed 	
SEPTEMBER	S,M	Yamba Camp, in Thursday 11 th , out Tuesday 16 th , Calypso Caravan Park. Cabins available, 2br waterfront, 2br non w f, powered sites etc.	14 th VW ACTION DAY We do Sausage Sizzle – volunteers needed to cook.
OCTOBER	S S,M,R	<ul style="list-style-type: none"> Wednesday 8th, Colmslie sail, HT 2.42m at 1008hrs. CANCELLED 17th-19th Wivenhoe weekend camp. 	
NOVEMBER	S,M,R S,R	<ul style="list-style-type: none"> Lake Cootharaba Camp, in Wednesday 5th, out Monday 10th. Saturday 29th, Lake Wyaralong, Sail/Paddle/Row or electric motor, no fossil fuelled motors. 	
DECEMBER	Eat	<ul style="list-style-type: none"> Christmas Party 	



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.
AUGUST EVENTS	Wednesday 27th Launch into Cabbage Tree Creek for the short run to the bay with a plan to head north in the direction of Woody Point. Suitable for motor or sail. A motor may be handy to get out of the creek.
WE NEED YOU	31st August. BUNNINGS SAUSAGE SIZZLE at Newstead. This is a great fund-raiser with little effort if the workload is shared. We need cooks, order-takers, assemblers and cashiers. No



prior experience needed – all on-the-job training! It is fun and rewarding. Time off to go to the big green store above too! Morning shifts from 8 am, lunch peak shift and all over by 4pm.

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

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



3 NEW BOAT PLAQUES

316 Stainless etched with the WBAQ Logo with 2 screw holes for fixing to your boat. Only \$10



Plastic-type material White logo showing through blue ground. Ultra-violet secure and guaranteed for 5 years plus. 2 screw holes or can be fixed with 3M adhesive strip on the back (supplied). Display on your boat or car. Only \$5



BUMPER STICKER 65 x 110
Blue on white ground. Peel off adhesive
Suitable for outdoor use ONLY \$2
Put on your car or boat..... Cool!



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

FOR SALE – CLINKER DORY located Bribie Island

Contact Mark Jones 0401 715 848 Price unknown

No trailer / seems to have dolly wheels Jim says: Jon and I had a look. It is a Work of art.





GIVE-AWAY – TRADITIONAL 1950’s PLY CANOE

I am currently cleaning out my father-in-law’s property at Camp Hill and came across his canoe in the process. It is of timber construction, he didn’t make it but has had it for 40+ years, last used more than a decade ago and is missing the seat. Looking to donate to a worthy cause.

Greg Bartlett Phone: 0418 885 699

This is a good stable canoe for kids or as it has a large cockpit for access, it could suit and older less agile person. It appears to be about 12ft long.



FOR SALE

DRILL PRESS “FULL BOAR” BRAND WITH A FULL-HEIGHT PEDESTAL ½ INCH CHUCK, 8 SPEEDS Only \$120 (About \$500 new)
Contact Mick Mallan 0458 286 124

Located Toowong

Mick is donating proceeds of sale to the WBAQ

Thanks Mick



“LORRAINE”

UGHTRED SHEERWATER ON REG’D TRAILER.

Now on “Market Place” for sale to all. Still open to offer from member. Proceeds to WBAQ. Contact Jim 0408 443 291



Boatcraft Pacific (Advertisement)

The best source for all your boat building materials.

- Bote-Cote marine coating resins. 2:1 Amine blush free optimised for Australian conditions
- Epox-E-Glue A pre gelled 1:1 epoxy glue.
- Purbond Single pack waterproof adhesive ideal for strip planking and joinery.
- Aquacote Water based high build epoxy primer and water based 2 pack polyurethane top coat. Very high performance two pack paints without the fumes and health worries.
- Cop-R-Bote antifouling. Copper metal permanent antifoul that really works.
- Fibreglass Woven and knitted reinforced- the widest range of weights and constructions.
- Timber and Plywood. Marine plywood and long length clear hoop pine, WRC and Kiri.
- Silicone Bronze and Copper fastenings. The largest range in Australia.
- Davey traditional bronze ship and boat fittings. Plans. We can supply a wide range of boat plans. Come and browse our catalogues. Save money with our material packages.

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

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