



**THE WOODEN BOAT  
ASSOCIATION OF QUEENSLAND Inc**

Celebrating the diversity and enjoyment of Wooden Boats -Since 1991

# ***THE LOG***

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**OCTOBER 2025**

***"IF YOU BOAT A LOT, YOU'RE KNOWN AS A BOATING ENTHUSIAST.  
I LIKE TO BOAT BUT I JUST DON'T WANT TO EVER BE REFERRED TO  
AS A BOATING ENTHUSIAST."*** Mitch Hedberg



**SAILING THE CLARENCE AT YAMBA**

*Story Inside*

*Photo by: Ian Primrose*



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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](mailto: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](mailto: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 :  
Pt Talburpin Sailing, September 2025**



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## FROM THE CAPTAIN'S CABIN

Ahoy all,

Let's start with a quick update as to where I am with the snapper boat project. The engine cover is fitted, as are the two inspection hatches to the buoyancy tanks. Please don't tell me I am the only one building, restoring or repairing a wooden boat. Take time to read in last month's Log what Dick Reynolds has done and probably still doing to his Bobcat "Kathleen". By sharing the project you are undertaking, it helps to encourage others to 'HAVE A GO'.



Jim organised a small display down at the Wynnum Men's Shed on Friday the 10th and thanks very much for those people who turned up. I don't know that we got many members out of it but it was good to be able to support the Men Shed on their mental health day as they've been very good to us in the past by giving the WBAQ somewhere to go when we didn't have a home.

The question was asked in conversation if we were up-to-date on new the regulations for lifejackets. Below is a link to the MSQ website. I would encourage you to read it, so that you are compliant when you're out on the water. Learn when you have to have a lifejacket on, and what sort of lifejacket you are required to have depending on area of operation, size of boat and age

persons on board. Let's keep safe on the water and have fun.

<https://www.tmr.qld.gov.au/msginternet/about-us/news-and-stories/new-rules-for-wearing-lifejackets>

Whatever you do, do it safely.

Jon

## WORKSHOP NEWS

***Some people recycle paper, cans and bottles – We recycle boats!***

It appears that the Lazy E that we are renovating was once owned (in 2011) by Ross Lillistone and his boys. In the videos that follow, they put the boat through its paces. It can be sailed more sedately. So don't be put off taking this boat on.

[Lazy E Christmas 2011.mp4 - YouTube](#)

<https://www.youtube.com/watch?v=4-Hhtv9Xf50>

The mast is now stepped and the next move is to work out where all the running gear goes.



## NEW MEMBERS

***A hearty welcome to:***

**Callam Bishop of Sandgate**

Callam has purchased a Blisscraft 'Beachie' 4.5m open boat that was used as a Mullet netting boat in Currumbin. He has brought her back to Sandgate in Brisbane where he has begun restoring her.



**Jonathan (Jono) Rihan of Lota**

He is in the early stages of building an Oughtred Auk tender. A life-long ambition to build boats is slowly coming to fruition in retirement.

**Trevor Gardner of Cedar Creek**

He owns a 15' Green Island Skiff

**WEBWATCH**  
*Go boating without getting wet*

Small Craft Sailing from Tasmania. Drawing a bit of blood. Remember to duck! 41minutes

[Ep. 48 - EMERGENCY ON REMOTE ISLAND SAILING EXPEDITION - YouTube](#)

**Care & Use of Distress Flares**

<https://www.clubmarine.com.au/explore-boating/articles/using-and-caring-for-distress-flares.html>

**Watch the building of a CLC Kit Rhode Runner in ten minutes. If only it was that quick!**

[Ryan & Sofie CLC Rhode Runner Build Timelapse 7 28 2025](#)

**Harry Bryan's Sawmill – No WH&S here!**

<https://www.offcenterharbor.com/videos/harry-bryans-sawmill/>

**REPORTS**

**SIZZLING SAUSAGES AT THE VW OPEN DAY**

We ran a sausage sizzle at the recent VW Show and Shine display at Wynnum where there were 130 Volkswagen cars and Kombis in various stages of condition from renovator's delight to absolute perfection.

A team of seven members served the hungry punters with the traditional sausage on bread (onions and sauce optional). Whilst not as profitable as a Bunnings Sausage Sizzle, it added admirably to our funds.



Leo, Jon & Harry firing up the Barbie

**YAMBA MESSABOUT**  
**SEPTEMBER 2025**  
*Story Phil Brown.*

The last time we crossed the border and went to Yamba NSW was in 2016 with a prior visit in 2015. It has always proved to be a good venue for sailing and motoring on the mighty Clarence River and it did so again

Most of the participants arrived at their places of accommodation on Thursday 11<sup>th</sup> and settled in, the wind was up a bit so launching of vessels was performed on Friday morning. Four of the boats and members, one with spouse, were staying at the Calypso Caravan Park, three couples and their boats shared a house and pontoon adjacent to The Peninsula and another two couples were staying at the Blue Dolphin Caravan Park, another visitor, who knew of us, and sails with a couple of our NSW members, also came along.

**Friday**, after launching from the Town area we sailed up to the ramp near Moby Dick's and met up with the members from The Blue Dolphin, and then proceeded to sail on. As this was about to happen Ian Primrose, in his Putt Putt, with Camera in hand came along, and a little later Darrell appeared in his motor Jarcat. We played around in the area inside the 'training wall' on the Yamba side of the Clarence River. The breeze was



light to start with, then rose to a pleasant sailing wind, there is plenty of room in the area to sail.



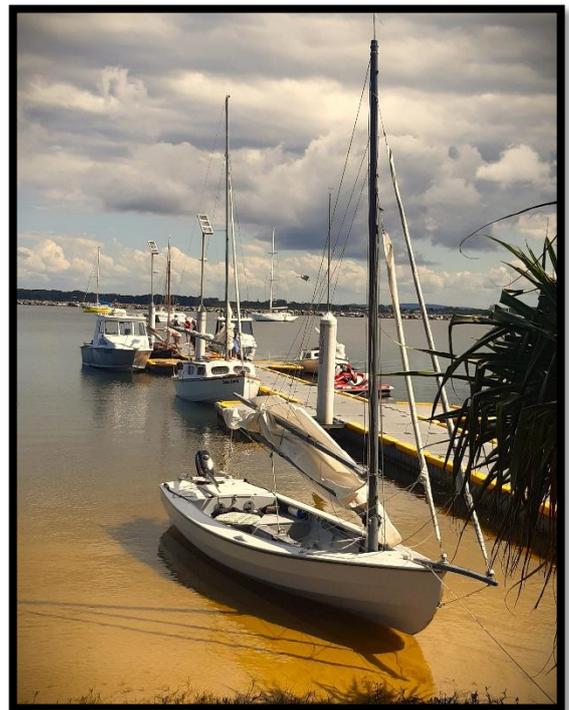
**Saturday**, the plan was to stay in the lower end of the river again, but with the idea of crossing over to Iluka. We were advised that two of our NSW members are coming to play for the day, one from Coffs Harbour area and the other from Pottsville, so similar to the previous day we met in the area near the main boat ramp. What a gathering, ten wooden boats, quite a spectacle, real eye candy.

The boats; 5 metre motor Jarcats; David Payne Putt putt; 16ft Hartley TS; Bolger Bobcat; Bolger Bobcat, cutter, cabin cruiser; Ross Lillistone Perrywinkle; Welsford Navigator; Francoir Vivier Aber, Oughtred Gannet; a Finn sailing dinghy; 18ft Norwalk Island Sharpie.

Most boats went over the river, spent a while chatting and having some sustenance and enjoying the area. On the return some went straight across the river, and a few of us went up and around Fairburn Island and down past Yamba Shores.



*Playstation Too & Lester's Navigator at Iluka  
(Photo by Lester)*



*More Boats at Iluka - Photo Helen Jones*



***At The Big River Sailing Club***

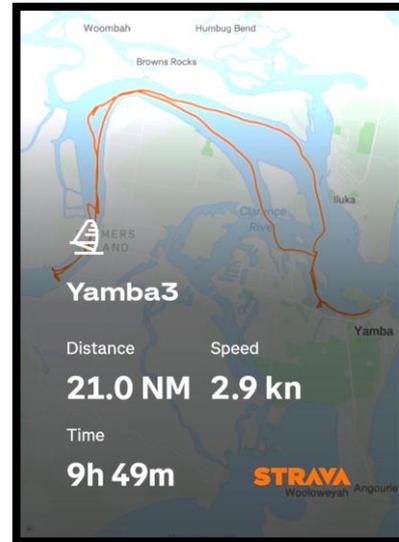
**Sunday**, the plan was to get upstream as far as The Big River Sailing Club near Harwood. Six boats, one motor and five sail, the early part of the trip was basically drifting with the tide and running with the breeze, which was no faster. Some of the more enthusiastic, purist, sailors did some tacking exercise, thus increasing momentum and distance travelled. The author of this tome, started the engine and motor/sailed, passing the Wharf near Brown Rock, where the boat that supplied either Norfolk Is or Lord Howe Is, used to load and depart from, this time there was what appeared to be three barges and may be a dredge alongside.



***Built by Alan Delac 10+ years ago, Darrell's Jarcat at Big River Sailing Club***

Finally we reached our destination and found our land legs and had lunch before starting the return journey. Richard in his Hartley 16 got away fairly smartly with the rest of us mooching on behind. Apparently the bloke that organised this Messabout miscalculated the tide run time, so we were trying to go against the run. As 'Murphy' would have it, the breeze had freshened, but stayed from the same direction. A fair effort was put into tacking, actually I think I will just call it zigzagging, as we made very little way down river. The

Hartley 16 may have gained the edge with a timely departure. I again started the noisy thing, but the smaller boats were having difficulty making progress, I realised that once we rounded the bend ahead the wind would be on the nose.



The motor was running reasonably above high idle and the water flowing under the boat when I glanced at the GPS, the registered speed was 0.0Kt. Sure enough I checked this against a telephone pole on the bank and it was doing the same speed. Eventually our small fleet all motored back to our moorings, and then to the 'Bowlo' for dinner. Congratulations to Richard in a Hartley 16 which was able to sail the full distance, albeit with a skipper who said he may need a massage the next day.

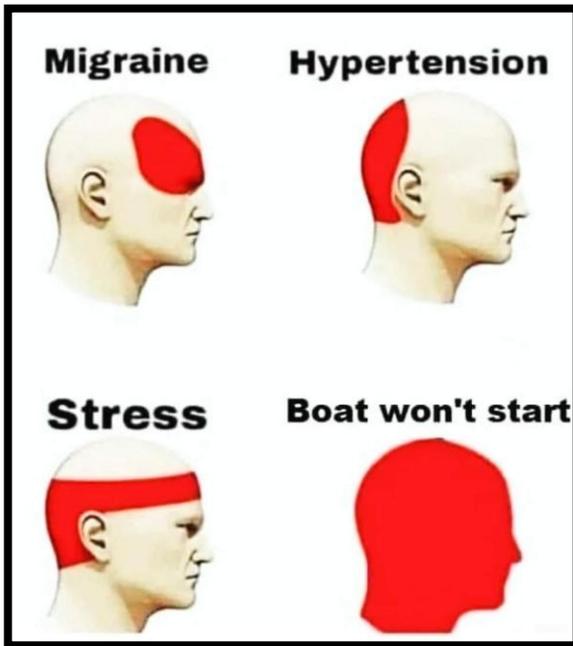


***Richard's Hartley 16 sailing all the way- Photo Helen Jones***



Apart from all the boating, we had very social dinners at night at the Bowls Club and the Tavern.

**I UNDERSTAND THIS!** 😊



**NEWS**

**THE MIRROR 16 REVIVAL UPDATE**

You will recall that Don in Cleveland, Ohio is reviving the Mirror 16, by producing simple workable plans and then constructing a boat.

Don writes: **“The boat is really starting to take shape!**

The hull panels are now fully joined and the gunwale installed—it’s beginning to look like a true boat. We’ve also made significant updates to the website, including a new Project Update and the first release of our Modern Building Instructions.

Looking ahead, the next steps will be closing and stitching the bow, adding the mahogany parts to the transom, and installing the bulkhead.

The newest and most significant work is the modern building instructions. I would benefit from any feedback you have on the approach I am using.

All the Best,  
Don”

[Mirror-16-Project-Overview-Mid-Sep-2025-Update.pdf](#)

**BUILDING INSTRUCTIONS**

[Mirror-16-Modern-Instructions-mid-sep-2025-update.pdf](#)

**WEBSITE**

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

**POINT TALBURPIN FAMILY SAILING DAY 27SEPT**

Tony & Lyn Harland put on another great sailing day. There was a stiff breeze more-or-less on the nose for the 17 boats that participated. Following the on-water activities they put on a sausage sizzle and prize presentations. There was a huge variation in participating boats from two 12ft catboats to much larger Jubilees. A very sociable event.

The Next one is on 8<sup>th</sup> November. Check the Log for details.



**This start photo is now the new Log header**



## **THE SEA EAGLE'S REPORT**



Let me tell you about an acquaintance of mine who lives on the Broadwater in a launch.

The vessel is a 28 foot long; timber drop bow chine; carvel-planked sharpie, probably built about 1960ish. He has been having trouble with the vessel leaking. This is revealed by how many times the automatic bilge pump starts at night. The usual solution is to ground the boat on a sandbank the next tide and look for the source of the problem and hope it can be fixed.

He decided it is time to fix the problem properly and had the vessel taken out of the water and placed on the hardstand of a local shipyard. The shipwrights at the yard were too busy to work on his boat and it was agreed that he could use other tradesman for the repairs as long as they held a "marine ticket", whatever that is. A boat-builder was selected and advised that the first step would be to remove the copper sheeting held on by copper nails to the hull, to reveal what the problem was. A section of the deadwood keel was found to be riddled with worm holes. A section of the keel approx. 600mm long, 250mm high and 80mm thick would have to re-built. To carry out this work the propeller, the propeller shaft, rudder shaft and rudder would have to be removed before work could start. Cost of this part of the repair was \$3,500.

Once the propeller shaft, rudder shaft was removed it was found to not be in good condition and the suggested economical repair method involved reversing the shaft and having a taper turned on the other end to take the prop. Re-sleeving the gunmetal stuffing box and machining the bearing supports on both the prop and rudder shaft. Also a new coupling would have to be purchased and machined to fit the

taper where the prop was previously fitted. All up cost of this part of the work being \$2,500.

Now the hull could be looked at to see what would need to be done now that the copper sheeting had been removed. It was decided that the thousands of small nail holes would have to be sealed by inserting timber food skewers with epoxy and after this a clean-up fairing of the hull with a belt sander followed by coating the underwater areas with epoxy and glass.

Now another problem was that the hull timbers required drying out after 60 years in the salt water. Two or three months was the minimum time for drying out.

After the required time the hull was again sanded with the belt sander and the glassing began.

As all the glassing work was "upside down" it was decided that 3 light layers of glass and resin was needed for the sheeting to stick to the hull and not fall down with the pull of gravity. No vacuum bagging here. With this step completed, the hull was again faired and undercoated and the anti-fouling was applied. He has not received the final account for this part of the project but has been warned that the amount will be approx. \$25,000.

With the boat ready for relaunching he received the account for the hard stand rental for 101 days removal and relaunching of the boat and hiring of supports holding the boat at a suitable working height and rental of transportable screens while working on the vessel. This amounted to \$7,000.

Now don't think this story is about the amount of money boat builders are making. They have served an apprenticeship on low wages, attendant TAFE college to learn their craft and spent years practising it, so in my opinion they are entitled to charge whatever they can get for their labour.

This story is about the massive amount of work involved in restoration of an old vessel. Ask yourself the question is it worth it? That's why we see so many "project boats" on the market. A good rule is that if you think it can be done in 100 hours of part-time work triple this amount of time and money before you start and you will be closer to the final figure.



**Now for this month's best boat name:**

**"AFRAYED KNOT"**

October's book review is a book called **"AMAZING SAILING STORIES"** by Dick Durham

This is a book of short sailing stories, some only 5 pages long, divided into eight sections titled Survival, Calm, Storm, Human Error, Adventure, Tragedy, Rescue and Deliverance. One of these stories is titled "The True Story of Moby Dick". In this story it is revealed that the novel is based on a true story from 1820 when a whaling ship was sunk by a whale that was 85 feet long and attacking at 9 knots. The novelist heard this story and based the book on this story.

- (d) Inner Bank widening (inner shoreline)
- (e) Soft groynes for entrance management (south side of old bar entrance)
- (f) Reopen Caloundra Bar (estimated 600,000 cubic metres of sand to move)
- (g) Inlet sand pump station (situated inside old bar)
- (h) Channel realignment (cross over area in Passage)
- (i) Golden Beach Dune Buffering (Golden Beach foreshore) – sand dunes and buried sea wall
- (j) Weir upgrade (Lamerough Canal)



At the end of June 2025 a packed audience at the Caloundra RSL was informed as to the action to be taken by the current Queensland Government to address the erosion of North Bribie Island. A hard copy (44 pages) detailing the investigation and recommendations by two independent consulting firms was handed out to attendees. This word inflated report contained in essence four basic recommendations:

**No 1.**

Reinstate Bribie Island/Close Breakthrough #1 A target width of 90 metres and frontal dune crest of + 5 metres AHD Source sand from old Caloundra Bar 600,000-800,000 cubic metres Inner breakthrough sandbank 3000,000 cubic metres as well as "offshore" sources

**No 2.**

Enhance the Island and Passage for improved resilience by

- (a) Artificial offshore reef
- (b) Artificial headlands (ocean side)
- (c) Terminal (buried) wall (ocean side)

**No 3.**

Develop and Implement - Long term management – (formation of multi-agency steering group to oversee planning)

**No. 4.**

Reassess Environmental Zoning and Permitting

Now this was the second such mass meeting at the RSL together with several other large public meetings held at the CPBC since the initial breakthrough in Jan 2022 – 3 1/2 years ago.

At this June meeting, the public were advised that emergency works would be undertaken to close breakthroughs 2 & 3 and reopen the channel to Bulcock Beach at a cost of \$20 million.

In mid-August the public were allowed to submit comment to these recommendations to the Queensland Government.

**This is my submission:-**

***"My comments don't conform to the four headings.***

The four long term recommendations do not address the 3rd and 5th items in the Terms of Reference (April 2025) i.e. the impact of a shipping channel one (1) nautical mile off Bribie Island at NW2. The proposals in Part 3 are akin to putting a band aid on a melanoma and hoping it goes away. In my opinion it is an absolute waste of \$20 million because the root cause of the erosion is not being addressed. This disaster is the direct result of:



(a) Having a major shipping channel less than 1 nautical mile off the Bribie seashore

(b) Moving by suction dredge mind boggling quantities of sand south from the wrong areas while nature was trying to move it north

Nature moves sand south to north on the East Coast. Spoil from the Shipping Channel (Caloundra Fairway to the Brisbane River mouth) which would have been dumped on the designated spoil grounds between the North West Channel and Bribie have gone south to the Port of Brisbane and the Brisbane Airport. This volume of sand is mind boggling. This spoil ground sand would gravitate northwards and shorewards with the prevailing SE winds to renourish the beach head and dunes of northern Bribie Island. This now doesn't occur while reclamation work of the Port of Brisbane Authority is far from finished.

I crossed the wake of shipping on countless occasions between the Fairway and NE2 when returning to Caloundra over the bar. What we called 'sand boils' would erupt on the surface until we surfed the second wake. This is in 50-60 feet water. With keels just feet off the bottom, these ships are dislodging tons and tons of sand; putting it into suspension to be carried away by the current/tide.

The propeller thrust is incomprehensible unless you see it close up. They would be doing 20 knots as they turn 70 degrees at NW2; less than one mile offshore from the current breakthrough.

Nowadays these bulk carriers and container ships are bigger, faster, more powerful and abundantly more frequent (2700 ships per year; 8-9 a day) as they pass NW2.

I don't have a problem understanding why the Bribie seashore and sand from the Hamilton Patch is falling away into this boiling pot of moving sand with no means for Nature to replenish same. The northern North West Channel never needs dredging as it is dredged by propeller thrust.

This is a man created event; not a Mother Nature event.

Dredging a new channel east of the Hamilton Patch for a distance of approximately 3 nautical miles to re-join the existing channel at NW6 is a feasible and necessary action for the northern end of Bribie Island to recover. This would involve dredging through, part of that 3 mile distance through the northern end of the North Bank. The closest ships would come to the Bribie beach head is at NW6; 2 ½ nautical miles away with a buffer spoil ground between them.

Bureaucratic "experts", in charge of a Government Quango determine the outcome and consequences with no accountability whatsoever.

In this case, it will be the Port of Brisbane Authority failing to re-route the shipping channel to the east of the Hamilton Patches, depositing the 'spoil' close to the Bribie foreshore; a task well within their capability and putting the channel 3 nautical miles off Bribie with and almost zero turn point at NW6. 2700 giant ships a year (8 a day) less than 1 mile off Bribie Island blasting hundreds of tons of sand into suspension in 60 feet (18.3 metres) of water inevitably would cause the Bribie foreshore and Hamilton Patch to collapse into the channel centre. No dredging needed here – these ships do it with propeller thrust.

Attempting to close openings two (2) and three (3) will prove futile with the water volume passing through #2 unless the original bar is opened first. By the time the dredge is deployed inside the passage openings #1 & #2 will have co-joined, making the task of deploying geo-bags, the end solution to this disaster with machinery, an impossible task.

From its initial use (mid 1850's) the North West Channel was on the EAST side of the Hamilton Patch. It was altered to the WEST side in WW2 to bring shipping in to range of the gun emplacement on Bribie Island". (End of submission)

Breakthrough Number 2 started 40-50 yards south of the small 'Lions Park' opposite the Woorim Boat Ramp. The frontal dune collapsed and water came through before the arrival of "Cyclone Alfred". Alfred was not a cyclone; it was at best a low pressure system of 30+ knots that fizzled out on landfall.



The “Lions Park” which had a 3 metre high frontal dune, was heavily timbered and had a high water width of some 50 yards subsequently succumbed to the wave action. It opened up to 200 yards + with a channel SW to NE carrying 3 knots of current ending in the usual crest shaped sand bar outside.



***Breakthrough dredge, sand pile, passing ship and loo with a view.***

*Look closely. There is a green and white “Loo with a View” perched atop that sand mound*

The current plan is to establish sand pile reserves on either side of the opening. Dredged material from within the Passage is currently being stockpiled on the inner side of the aforementioned gutter by a backhoe and swamp dozer working 24/7 (eight men/3 shifts per day).

Somehow, miraculously, this sand is going to be pushed via a “skirt” into this gutter at D.L.W. I can’t possibly visualize how this will create any kind of lasting closure.

To my understanding, foreshores erode in heavy weather and sand recedes possibly hundreds of yards offshore. When the weather calms, gentler wave action brings this sand shoreward and the beach recovers. I have witnessed this in part on the North Bribie shoreline for many years. How can this occur when this eroded sand falls away into a 60’–70’ deep shipping channel, dredged 10 times a day from ships coming and going from the Port of Brisbane, one nautical mile off the shoreline? Will someone please explain to this layman why my reasoning is wrong!

This is what is in progress on the Gold Coast. Sand is recovered, hundreds of yards offshore and shot into the shallows near the beach, thereby speeding up the natural process.

In my opinion, recommendations 3 & 4 will eventually lead to another layer of bureaucratic control in the establishment of a Sunshine Coast Water Authority to supposedly replace the function of the estimated 17 entities (both Government and non-Government) who hold a finger in the Pumicestone Passage Pie.

Also in my opinion: \$20 million would amount to the dregs in a teacup compared to the eventual cost of executing 10 recommendations in Section 2, to return North Bribie to say the state it was in the 1970/80’s. It won’t happen in our lifetime.

**Some facts:-**

- Most of the waterway, north of the Onslow Cadets is dry sand at L.W.
- Bell’s Creek is virtually unnavigable; entrance heavily silted
- Foreshore fortification is in progress along Golden Beach; Onslow northwards and at Military Jetty southward to Diamond Head
- No foreshore works in hand from Onslow Cadets to Lamerough Creek
- There is a mounting body of local criticism as to the likely success of closing breakthroughs 2 & 3 as envisaged. Proponents of the current work express their approval via social media relentlessly
- To my knowledge, the words ‘Shipping Channel’ have not been uttered on one single occasion by an elected bureaucrat at a public meeting. The thought was expressed that it might have something to do with this disaster. Since then, dead silence, all heads in the sand; after all there is plenty of it! PLUS in the next few months there will be at least 200 cruise ships plus the regular shipping passing close to our shore.



Digger on sand mound

Stan Wood, Caloundra

**JUST FOR PUN**

**ATE A FROZEN APPLE.  
HARD CORE!**

**THINK ABOUT THIS..**

**Which letter is silent in the word "Scent," the S or the C?**

**WHAT HAPPENED AT THE LAST MEETING**

**DICK REYNOLDS** gave a talk entitled "A Designer's Journey" or it could have been called "How to build a better Mousetrap Boat". The old saying is that if it's not broken – don't fix it but Dick was on a quest to improve and perhaps prove that some things can be made better. It did not start out that way but it became a challenge and a journey.

This journey started when the plans arrived for a Bolger Bobcat in August 2022. He selected the plans

after seeing a video of one of these boats. By October he was into it, ripping down some old shelving for timber. In that same month, he joined WBAQ and saw Alex Malcom's Bobcat being built in the workshop. What a coincidence!

First project was building the centre board and case. Then the challenge was to pull all the panels together with zip ties. He then took a different road from the plans and put in side seats. Back to the plan- the mast was constructed from pine studs. Because of the seats, the deck width was reduced. Another deviation.

An off-white sail was obtained from Switch Sails. All was well and Dick sailed "Kathleen" as she was named with great pride and contentment. Then something happened – an inner urge to make it better.

A spinnaker was made from rip-stop on an old Singer treadle machine. A jib in canvas followed. Now we need a bowsprit and a top mast. More sail – a topsail resulting in 191sq ft of sail on a 12 ft boat.

Sir, your boat is a bit over-canvased! No worries, I'll just add 60 kg of lead to the keel. And I'd better add a bit more depth to the keel and centreboard. Job done.

Off he went sail-camping with a boom tent for cover in the fierce environment. No good – he wanted comfort!

So he built a cabin. Dick is a designer so he roughed it out using a set of profiles to define the space to ensure he had enough. When happy with this he built the cabin out of 4mm ply on a substantial frame.

If it's a boat, it should have portholes, so Dick added three.

Here's a hint – if you want something to disappear – paint it black. It hides a multitude of sins.

We have said this in a previous Log article, the cabin turned out like Goldilock's porridge – just right.

As for the rest... Dick has built a unique boat. It is not just about sailing- it is about a journey of imagination, innovation and experimentation. It's not about the destination – more about the journey. Perhaps he has built a better mousetrap boat but also he sure has had a lot of fun! *SEE PHOTO ON LAST PAGE*



**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 recommended

MONTH	TYPE	MESSABOUT	EVENTS
OCTOBER	S,M,R	<ul style="list-style-type: none"> <li>17<sup>th</sup>-19<sup>th</sup> Wivenhoe weekend camp.</li> </ul>	
NOVEMBER	S,M*,R  S,R  Look	<ul style="list-style-type: none"> <li>Lake Cootharaba Camp, in Wednesday 5<sup>th</sup>, out Monday 10<sup>th</sup>. (M*4-stroke only)</li> <li>Saturday 29<sup>th</sup>, Lake Wyaralong, Sail/Paddle/Row or electric motor, no fossil fuelled motors.</li> <li>Sun 16<sup>th</sup> Shed Visit – See last page for details</li> </ul>	<p>8<sup>th</sup> Lake Samsonvale Water Sports Assoc Open Day – see below</p> <p>8<sup>th</sup> Pt Talburpin Sailing</p>
DECEMBER	Eat	<ul style="list-style-type: none"> <li>SUNDAY 14<sup>th</sup> Christmas Party</li> </ul>	



**COMING EVENT DETAILS**

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

<b>MESSABOUT CO-ORDINATOR</b>	Phil Brown 0416 057 277 Contact designated host for each event where stated.
<b>17-19<sup>th</sup> Oct</b>	<b>WIVENHOE DAM CAMP – Sailing, rowing, paddling, can use 4 stroke motor at low speed</b> Phone 0428 310 740 <a href="#">Home - Camping Wivenhoe</a> When booking, mention WBAQ to get a site close together
<b>5-10<sup>th</sup> Nov</b>	<b>LAKE COOTHARABA CAMP – Boreen Point - 6 days at this great sailing destination</b> <a href="#">Boreen Point Campground   Noosa Holiday Parks</a> Phone: (61) 07 5485 3244
<b>8<sup>th</sup> Nov</b>	If you are not going to Cootharaba... <b>LAKE SAMSONVALE WATER SPORTS ASSOC OPEN DAY</b> Details here: <a href="#">Join us for an Open Day packed full of fun and activities! — Lake Samsonvale Water Sports Assoc</a> <b>ALSO: POINT TALBURPIN FAMILY SAILING DAY</b>
<b>14<sup>th</sup> December</b>	<b>Our Christmas Lunch- Mark your Calendar. Good food, drinks and good company at the Boatshed. Wife, partner, girlfriend welcome (select one)</b>



**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*

**PUTT-PUTT MOTOR FOR SALE**

Blaxland 2 stroke 3½ hp motor

Rebuilt from the bottom up

Water jacket clear – rust free

Rebuilt Australian made Emmorox Magneto

Vaporizer fed

Located Caloundra

**\$800** Stan Wood 0400 549 322

Stan Wood [torrielliwood@y7mail.com](mailto:torrielliwood@y7mail.com)





**PUTT-PUTT MOTOR FOR SALE**

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. Located Caloundra

**\$1200** Stan Wood 0400 549 322

Stan Wood [torrielliwood@y7mail.com](mailto:torrielliwood@y7mail.com)



**PUTT-PUTT BOAT FOR SALE**

Putt Putt Bondwood 11' 6" (3.5m)

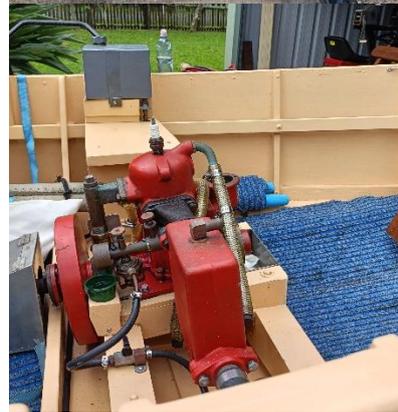
Built by Watts and Wright 1957, the year the boat yard closed.

Motor is 3hp Blaxland Master Pup with finger clutch.

Hull and motor trailer in top order.  
:Located Caloundra

**\$3000** Stan Wood 0400 549 322

Stan Wood [torrielliwood@y7mail.com](mailto:torrielliwood@y7mail.com)



**FOR SALE – WHEELS AND MORE**

3 x 10" galvanised multifit rims with light truck tyres. \$50 ea.

1 x LED trailer light board 1.5m. \$50.

All items are new and unused.

Located Gympie but can bring to Wivenhoe in October and tnf to Brisbane if you are quick

**Contact Dave Guy 0437607280**

**WANTED - Oregon Timber**

To make laminated mast for a Jubilee.

All sizes considered.

**BRUCE LEGG 487 547 521**



**FOR SALE – TIKI**

Tiki is a classic putt-putt launch. This clinker beauty was rebuilt from the keel up by renowned boat builder, Alan Graham. It is powered by a Clae 2 cylinder engine that runs well. Sitting on a tandem trailer with electric winch. Recently refurbished. All in excellent condition, this boat is well-known, featuring in many SE Qld regattas.

Located at Morayfield area. \$24,000  
Scott 0418 184 547



**GIVE AWAY 14ft Bondwood (ply) Runabout Boat. A little beauty!**

It's a 14ft. bondwood runabout boat with an old 35 HP twin Mercury red band motor all on a steel trailer.

I am shedding a tear at the prospect of having to part with it, but I'd be happy to give it to someone who'd give it another life, or perhaps someone looking for their first wooden boat. Located Toowoomba.

Dr Robert White [drrobertwhite8@gmail.com](mailto:drrobertwhite8@gmail.com)  
0409 897 450

( Comment: Nice design with a tumblehome rear)



**FOR SALE – VINTAGE OUTBOARD SPEED BOAT**

The boat, 'Donna Leigh' Reg No 06661S (to 17 Nov 2025). Built from plans in early 1960s Length 4.30 Colour White.

**Johnson outboard motor** - may need replacing. 18hp Reg Category REC SPEED BOAT. Trailer was almost new when housed at





Oxley, under cover with wheels off the ground approximately 25 years ago! Registered to 23 November 2025. Located Victoria Point.

Any interest or offers please text Lester on 0418 374 476 or email [holtweb@hotmail.com](mailto:holtweb@hotmail.com)  
Carol and Lester Holt  
0418 374 476  
[holtweb@hotmail.com](mailto:holtweb@hotmail.com)



**FOR SALE**

**15' GREEN ISLAND SKIFF** with walk-through cuddy cabin and 4HP Tomatsu 2 stroke with little use all on registered trailer. Easy to load and launch. Set up as a motor launch but could be converted to sail. Spacious and stable the below decks can be modified to suit the user.

Priced for a quick sale \$1200 ono. Located Redland Bay.  
Contact Don & Althea Burrows 0402 227 981

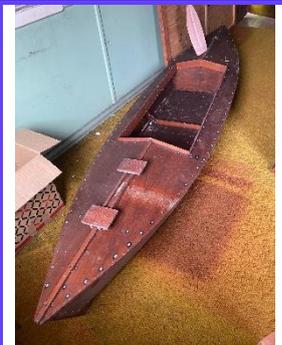


**GIVE-AWAY – TRADITIONAL 1950's PLY CANOE FREE**

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





**FOR SALE** "LORRAINE"  
**OUGHTRD 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

Inspect at the Boatshed



**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**

**DICK REYNOLD'S MODIFIED BOLGER BOBCAT UNDER SAIL**



**SHED VISIT**

**SUNDAY 16th NOVEMBER AT 1.30 pm**

**CHARLIE HUGHES**

**36 CRACKNELL RD. ANNERLEY**

**See a Dory under Construction**