

THE WOODEN BOAT

ASSOCIATION OF QUEENSLAND Inc

Celebrating the diversity and enjoyment of Wooden Boats -Since 1991

THE LOG

Email: info@woodenboat.org.au

Web: <http://www.woodenboat.org.au>

P O Box 1007

HAMILTON CENTRAL 4007

MAY 2026



**"But where, after all, would be the poetry of the sea
were there no wild waves?"**

Joshua Slocum from - Sailing Alone Around the World 1900



EASTER ON THE BAY

Story Inside Photo Dick Reynolds



Wooden Boat Assn Qld Committee

- **President** Jon Elcock 0413 945 377
- **Vice-President** Phil Brown 0416 057 277
- **Secretary** Jim Jones 0408 443 291
- **M'ship Secretary** Jon Elcock 0413 945 377
- **Treasurer** Alex Malcolm 0474 307 626
- **Webmaster** John Tennock
- **Publicity & Speaker Co-ord**
Malcolm Hodgen 0400 075 931
- **Committee** Ian Trail, Harry Beauchamp,
(Providores) Ian Primrose (Log Editor),
- **Messabout Co-ordinators**
Phil Brown 0416 057 277
Dick Reynolds 0419 791 326
- **Community Liaison** Scott Garven
0418 184 547
- **Merchandise** Leo Sines
- **Librarian** Anne Tennock
- **Log Editor** Ian Primrose 0491 120 888

Regular Meetings and Activities

A monthly 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.

Workshop

workshop@woodenboat.org.au

Sub-Committees

Messabout Calendar info@woodenboat.org.au

Providores Ian Trail,

WBAQ Disclaimer

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

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

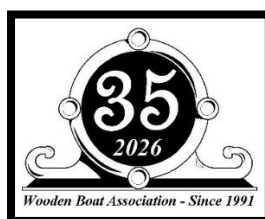
Editor's Note

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

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

HEADER PHOTO :

Pt Talburpin Sailing, September 2025



**FIND US ON FACEBOOK AT**

<https://www.facebook.com/WoodenBoatAssociationOfQueensland/>

FOR ALL THE LATEST PHOTOS, VIDEOS AND NEWS

Press Control [ctrl] & Click to access active links in the LOG or copy to your search engine

FROM THE CAPTAIN'S CABIN**AHOY THERE!****Registering a Trailer**

Trailers fall under two categories 1. Gross Vehicle Mass (GMV) of less than 750kg and 2. Those exceeding 750kg GMV. The registering of the latter is more complex. The first option is hard enough.

Now, before you do anything, the trailer needs to have a Vehicle Identification Number (a VIN). In the old days (and I'm talking 20 years here) you would get an identification plate; think of a number; add the number of the house next door or something and Bob's your uncle. Not so fast, sonny – Do not pass go. Now we have some hoops to jump through. You now have to apply to a mob in Canberra (Yes, our hallowed Capital) called ROVER (No it's not a Dog). They don't exactly state what the acronym stands for but we are assured that *"ROVER provides a single integrated system for all approvals and activities under the RVS legislation"*. Sounds like the old "We're from the Government and we are here to help you".

If you can navigate your way through this site, good luck to you. Of course there is a fee involved. You have to open an "account" and create a profile. You must *"set up multi-factor authentication to help protect your personal information"* - Whatever that is. In the olden days, the only account you had was a bank account. You will also need 50 shades of identification.

Anyway, if you find it too hard, then fortunately there are people who specialise in fighting bureaucracy on your behalf (for a fee of course). That's what we did and a VIN finally emerged. Again I/D, photos, statements that it complies with the Design Rules etc etc are required.

Still, "Do not Pass GO" yet. Armed with the VIN, next step is to tackle the Transport Department in Qld. I must admit my dealings with them were mostly helpful.

However, another NO GO: They want a tare weight for the trailer so the boat was put aside and the trailer taken to a public weighbridge. We also found that we could not use the term "homemade". The build has to be attributed to a person – someone to blame, no doubt should the trailer fall apart.

I recall Larry Loveday's trailer for his Mirror 16. It was wood; assembled from 2 x 4s according to a Mirror plan and it worked well (certainly no rust problems). Sadly, it appears those days are over and for better or worse, there are "Design Rules" with which to comply.

We are not quite there yet but we can now see the light at the end of the tunnel and we are looking forward to getting that number plate so we can sell the Lazy E with a registered trailer.

CONCLUSION: My advice is to never buy an unregistered trailer, especially one without a VIN.

[Register your trailer or caravan | Transport | Queensland Government](#)

On a brighter note...This coming weekend is the **Bribie Classic Boat Regatta** - the annual event - and I'll be taking the Snapper boat up. **WBAQ** will be having a booth on **Sunday** at **Sylvan Beach**.

Jim Jones has been busy down at the Men's Shed cutting out another thirty of our **Boat Kits** - small wooden boats for assembly. We have been at the boatshed getting them ready and packed up, with help from **Phil Brown**.

Ian Primrose has also been beaver away at home making more wooden toys and small wooden boats to sell on the day.

It'll be a great day — so pop up and have a look at some fantastic wooden boats of various sizes, shapes, and ages. It might even inspire you to get on with your own project if you've got one on the go. Looking forward to catching up with you there! **JON**



NEW MEMBERS

A hearty welcome to:

None this month

ON INSURANCE

Opinion: Jon Elcock

I may have left it a little late, as we're leaving on the Saturday and I had left it till Friday to get insurance on the new boat, so I dealt with two insurance companies—let's call them Company T and Company Y. Company Y sent a number of emails saying they now handle marine insurance, so I thought I'd give them a go. I went online, filled out the form with all details, and received another email back within 5 minutes, saying a representative from that company would give me a call. Sounded promising.

While waiting for a call from Company Y, I filled out another online application with Company T, giving them the same answers as I had given company Y so we could compare apples with apples, as they say, and left it at that. True to their word, Company Y phoned me back within 10 minutes. We talked about a few things, they asked for a bit more information, and then gave me a quote over the phone on the spot, which they confirmed by email. I told them I'd think about it, still waiting for a response from Company T, thinking I'd compare both offers.

After three hours, Company Y phoned me back again to see how I was going, as I still hadn't heard from Company T and we were leaving the next day, I decided to take out insurance with them(Y). On Monday, Company T finally sent me another email requesting photos, which I sent. Three days later, Company T then asked who built the boat (I had listed it as 'Home built' on the form) and what their qualifications were, and if they weren't qualified boat builders, could I then get a condition report to confirm that the vessel was seaworthy. I pointed out that it was a shame the person handling the first quote didn't know their job. If they wanted me to get a survey, could they at least tell

me what the premium would be—assuming the survey proved the boat was seaworthy—so I could properly compare their prices with other insurance companies? Company T's answer?

"Given you are unhappy with a member of our staff, I am not comfortable issuing a pricing indication or proceeding any further."

I know a number of wooden boat owners have insurance with T, all I can say is this what they are like when you are trying to give them money (business) what are going to like when you are trying to get money out of them (claims). Good luck with that.

Editor's Note: *In defence of Company T, the person with whom we usually deal at Company T was away at the time on personal leave. Perhaps Jon just struck an inexperienced person at that time.*

Do you have an insurance story to share with us?

WORKSHOP NEWS

THE WORKSHOP IS OPEN BY
ARRANGEMENT

- **EACH THURSDAY FROM 0830**
Ring Ian Primrose 0491 120 888
- **SATURDAY AFTER OUR MEETING
FROM 0900** Ring Jim Jones 0408 443 291
**NOT OPEN 16th MAY DUE TO BRIBIE
REGATTA**

WEB-WATCH

Go boating while not getting wet

From Small Craft Advisor

[In Pursuit of the Perfect Pram - by Joshua Colvin](#)



REPORTS

MYALL LAKES

March 2026

Dick Reynolds

So it was determined that a bunch of WBAQ members travel to Myall Lakes in NSW for 8 days of fun and frivolity. Planning to meet up with the Sydney Raid crowd.



Alex, Phil and I decided to drive to Harwood Sailing Club, about three and a half hours south of Brisbane, and stay the night there. The sailing club kindly offered their facilities for a mere \$10 each for the night. What a great night it was too. The Harwood Hotel had a solid 8 out of ten Parmi and cold beer. A few beers and it's back to the boats for a sleep.



The next morning offered up a glorious sunrise and we prepped for the four hour drive to Myall Lakes.

The drive into Northern NSW coast line is a good one, save for the rather tiresome stretch through Coffs Harbour. Hopefully they will have the new road sorted soon!

A seventeen kilometre stretch from Bulahdelah saw us at the Myall Shores Campsite, nestled on the shores of Bombah Broadwater, Myall Lakes.

If you had to describe Myall Shores, succinctly, think Cootharaba with a bar. We settled in at our three sites adjacent each other and waited for the troops to arrive.

By mornings launch Sunday we had Keith in the little boat he built in Tasmania over 3 months, Dennis in his Scruffie, Phil Playstation, Alex Explorer, Jason (Sydney) in the Navigator and Dick Kathleen.

A lovely quiet morning sail over to Mungo Brush then Myall River entrance followed by a more boisterous afternoon when the sea breeze came to play.

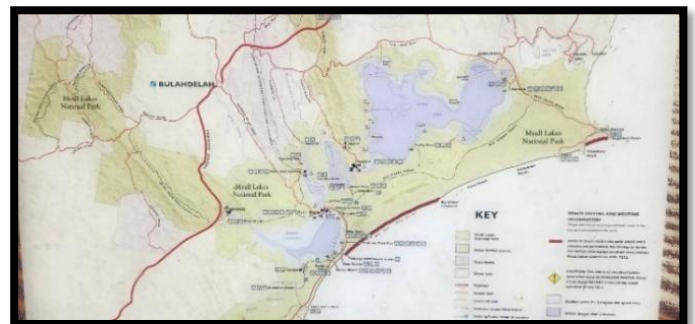
Eventually sailing finished and the boats tucked up for the night.

By Monday 16th a few Sydney Raiders had made their way down to the Bombah Broadwater from Violent Hill. A quick g'day and they retired for the night over the way and we prepared to meet up the next day.



Tuesday dawned with another gorgeous sunrise. Sadly the wind didn't come out to play so sailing with both groups proved a bit dull. Consequently, Alex, Phil, Dennis and I decided to head for Violet Hill via the Two Mile Lake and various narrower waterways. A very pleasant motor and sail through lovely lake scenery.

Part way on this leg Phil went back to Myall shores and we carried on to Johnsons Beach.



Johnsons Shelleys Violet Hill



A very pleasant beach is Johnsons. We had a drink on shore then went to our boats to prep the evening meal and bedtime. It was decided a sail to Shelleys and onwards for the next day.



The Wednesday dawned beautifully and we had a very pleasant sail to Shelleys. The scenery at these beaches is hard to beat, and the two resident naturalists enjoyed the flora and fauna. I had a swim. On inspection of Shelleys, we decided to head back to Johnsons for the second night. All in, a great days sailing with the wind freshening in the afternoon.

Thursday started miserably so we decided to head back to Myall Shores first thing. Alex under sail and Dennis and I by outboard. This to Dennis's plan as his outboard needed further running in. By our arrival back at Myall Shores the weather had moderated and we moored our boats and set off to the bar for a well-deserved drink. Two hours with an outboard in your ear would drive any sailor to drink.

On our arrival back at Myall Shores we discovered that Keith had broken his centre board. As a result he resorted to sailing without said board. No mean feat, but with the main sail now setting ok all went well. Friday we had a spirited sail over to Mungo Brush camp site and enjoyed a light, casual bite of lunch. The sail back saw Keith's boat struggling to gain headway. I will leave the reason for this open to Keith's ok. This day also happened to be Alex's birthday, meaning another trip to the bar for drinks and a feed to celebrate.



Saturday being the last sailing day it was decided a return to the Myall River heads was the go. I for one had one of the best sails ever, capped off with lunch at the beautiful Myall River Mouth Camp site. This is definitely a must see spot with magnificent scenery. Sailing back to Myall Shores proved to be a tricky into the wind then broad reach venture, enjoyed by all I imagine. Noting Keith's boat "centrebordless" performed beautifully. The last few hundred yards to shore the wind picked up and oh! boy!

A last night in the tent and it was back to Brisbane the next day.



All in all the whole Messabout was exceptional, which compensated for the 8 hour drive there. As usual the sailing crowd proved great company, even the Sydneyites.

Maybe, just maybe, see you next year on Myall Lakes.



Easter Sail to Myora, Stradbroke Island (Mindjerribah) April 2026

Dick Reynolds

A "Raid" in this context relates to a get-together (not an official Messabout) not like the Viking ones. No pillaging is undertaken

There were a few of us at a loose end for Easter 2026, so a Raid to Stradbroke Island, aka Minjerribah, seemed like a plan.

Glen and Dee in the Farr 6000 "Freya", Terry in the Pathfinder "Posh", Alex in the Bobcat "Explorer" and Myself in the Bobcat "Kathleen".



Explorer and Kathleen set off around 9.30am on Thursday 2nd April from Raby Bay in about 10kn of wind from the south south east. Kathleen managed to point well enough to round the eastern tip of Peel Island. Explorer appearing to struggle being further east. Posh and Freya were launching Raby Bay about

1.30 pm so Kathleen decided to carry on to Horseshoe Bay avoiding projected stronger winds, knowing Explorer would catch up, with Freya and Posh following.

After an hour or two anchoring at Platypus Bay, the three boats appeared to the south and we set off to Minjerribah from the bottom of the "Mad Mile". We had a beautiful southerly breeze to begin with, but sadly it dropped out quite quickly and outboard motors came into play. Explorer kept sailing due to not having an outboard. A good thing she's great in light winds. Eventually, tide and wind defeated Explorer and she was taken into tow.

The tide was running at some 1 to 1.5 knots, so it was a bit of a struggle with Kathleen's 2hp Honda.



The markers into Myora are quite clear so we had no problem navigating to our selected mooring deep into the bay at Myora. By this time it was well dark, with enough moonlight to set the boats up for the night.



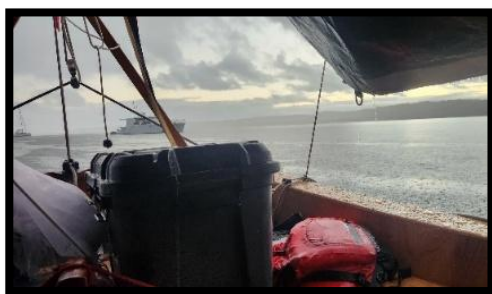
A glance out of Kathleen's starboard porthole presented a wonderful view of our fellow boats on their moorings. Slept like a log!



The next morning, Saturday 3rd, presented a glorious sunrise and four happy campers! That is until the rain set in. It appeared the day was to be a bit ordinary weather-wise and we decided to de-camp to "One Mile" some 2.7nm to the south. Clever thinking due to there being a pub at One Mile. The seas were looking a bit rough and a decent wind blowing, so Freya took Explorer in tow and Posh and Kathleen followed up the seaway. It quickly became apparent why this is



called the Mad Mile! Kathleen being a modest 12ft length, and minimal freeboard was making a hard run of it. If not for the recently appointed cabin, it would have been very wet indeed! Again, very clear markers into One Mile and Glen, Freya's skipper, delivered us to a well-protected mooring close to the sandy beach. The rest of Good Friday was spent discovering that the pub was in fact closed. Terry opted to try for a Café Lunch, followed quickly by my good self, the others opting for galley food.



Knowing full well the tide would drop some 2.0m Explorer and Posh prepared to settle on their flat bottoms and Freya and Kathleen prepared their gunwale legs.

Meals were prepared on board the various boats and Terry and I settled in to ravage a bottle of his prized whisky. As is not expected, around 1.30 am we all up-bunked and moved the boats out further to avoid being above water the next morning. So there I was wallowing about in about 1.0m of Stingray infested water relocating my anchor. Subsequent thinking suggested a Tender

By morning prudence had declared the Raid was a weather right-off and a retreat to Raby Bay that morning may be the go. Luckily the weather had moderated at dawn and we were treated to a glorious Moreton Bay Sunrise. It wasn't hard to see who had imbibed a tad too much the evening before! These mornings out dinghy cruising are really something to cherish. I feel very fortunate that I have the energy and wherewithal to do it, particularly in what is always great company.

It took an hour or so for Freya, Posh and Explorer to have enough water under them to sail off. Kathleen some 45 minutes later.

I had assessed the wind to be just ok for one reef and the number 3 jib. The others had opted for two reefs. That was my first mistake! On rounding the eastern end of Peel Island a second reef was required.

Do I sail down wind into Platypus Bay, amongst the rocks just after low tide, double reef out in the bay in what was becoming a rather rough sea or sail into Horseshoe Bay to reef safely in comfort. Yeah! Right! On arriving in Horseshoe Bay I was greeted with a surf beach. In retrospect, sailing deliberately onto a lee shore was possibly my worst option. While about four boats looked on, I wrestled with tiller, sail, anchor, exhaustion and a rising fear of heart attack. After being thrown onto the beach on my first attempt at sailing off, thankfully able to escape due to a round of decent waves putting enough water under us, a rethink required I walk the boat out past the gutter and try to board on a slightly higher sand bank. Luckily, this proved possible and I sailed main sail double reefed, no jib, off the beach. With an on-shore wind it took me about 90 minutes to get to the Southern point of Peel, some 1.5 nm and into the main channel to Raby Bay.





From here it was hang on tight in 20 knot following winds and 1.5m seas till I rounded the eastern tip of Cleveland Point. Motored the last mile or so into the



ramp and thought, what a bloody great sail. There are no pictures due to having my hands somewhat busy doing other stuff! Here I discovered the others had waited for me and was regaled with tails of their likewise hairy trip back to the ramp.

All in all, a great way to spend a few days sailing. Many lessons learnt and anxious to get out there again. Thanks for the company, guys.

Dick Reynolds



The Easter Journey

LAKE WIVENHOE DAY TRIP

26th April

Dick Reynolds

With the weather looking a bit difficult, Terry and I decided a sail on Lake Wivenhoe may be a better proposition than Pumicestone Passage, Bribie Island. This decision proved acceptable to Richard. who lives on Bribie Island, so we three met at the ramp at Logans

Inlet, Lake Wivenhoe, about a one-hour drive from Brisbane.

Once rigged and launched, Terry's Pathfinder, Richard's Hartley 18 and my Bobcat set off for a sail. Expectations were high as Terry was testing the new main sail rig, Richard hadn't been out in the Hartley much lately and I had the new addition towing behind. It is generally better to have a plan with these things, so a sail to Point Terry's Tea Pot for lunch was decided. With a southerly wind at about 6 to 8 knots, clear skies and a calm sea, it proved to be a wonderful sail.

We all dropped sails and motored into a protected inlet. Once anchored, enjoyed a light lunch of the usual Dinghy Cruising fair! Boiled eggs, baked beans, instant coffee, protein bars, you name it.

By the time lunch was had, the wind had picked up quite a deal with rain on the way. Terry and I decided a decent reef was in order, and Richard just flew off as usual. It soon became apparent a double reef was a good idea, and "Kathleen" surged towards Logan's



Inlet on a glorious deep broad reach. More exciting with the new punt merrily dancing along behind.

Richard had sailed off to enjoy the wind and then returned to join us sailing into the inlet. Terry opted to drop some sail and motor in.





On arriving at the ramp, “muggins” here decided to anchor and attempt a landing from punt to beach. With the anchor never hitting bottom due to being tangled in various sheets, and with the new punt drifting off into the lake without me, it was abandoned ‘til another day!

After the usual arduous unrig, Terry and I considered an additional raid on the Fernvale pub, and Richard headed off out for another sail – can’t keep a good man down!

Sadly time moved on and the pub idea was abandoned and an uneventful drive home ensued.

BRISBANE RIVER MESSABOUT 18th APRIL

PHIL BROWN WRITES:

The plan was to go up the River from South Brisbane boat ramp, just upstream from the Go-between Bridge.

I was warned about wash from the CityCats creating some turbulence. Jon, our President was to come and play but opted to open the boatshed. It was Jon that warned me. I had launched “Pussyfoot” my Catspaw Dinghy, and Dick R held and stayed with the boat whilst I parked the car and trailer. I returned, took control of my boat, looked over the river and saw a CityCat going upstream nearer to the opposite bank, I elected to hold my boat in about knee deep water. Silly me, I didn’t even point the bow toward the invisible but approaching onslaught.

The wave struck the boat broadside and nearly knocked me off balance, the waves kept coming. The boat was being pushed onto the concrete ramp, being rolled sideways, far enough to take on water from the returning wave off the ramp. The wash waves from the transom of the ferry then arrived, these were normal and easily handled. Apparently the wave is a pressure wave, and common from catamarans. Oh well, I was warned, but didn’t prepare well enough. Pointing the boat toward the wave direction was quite easy to control.

Sorry about the long preamble, but you are now forewarned.

Carrying on regardless, upstream we proceeded, we stopped for morning tea opposite The University of Queensland, downstream from the Eleanor Schonell Bridge, a relatively short break as we hadn’t travelled far.

A little further on past the UQ Campus, on the Starboard side there is about five and a half kilometres of green space, including Indooroopilly Golf Club, Long Pocket, Sir John Chandler Park and Thomas Park Bougainvillea Park, whilst the Port side has a reserve along the bank adjacent to Brisbane Corso, and the suburbs of Fairfield and Yeronga with some interesting mansions, around the next river bend is Tennyson and the mouth of Oxley Creek, another three kilometres on we pass under The Walter Taylor Bridge at Indooroopilly. The river now takes a tight left turn and we proceed on in a southerly direction and moored up to a pontoon at Sherwood Forrest Park. (No we did not see Robin Hood) The distance travelled was about 9 nautical miles.

We had a break stretching our bodies and legs while having lunch. I had thought we may have had more tidal assistance and gone further up river, but in reality we had all, I think, had enough of motoring, and still had the return journey to go.

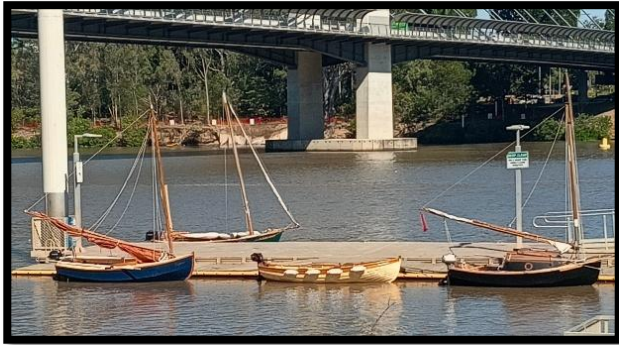
The trip downstream was faster with the ebb tide to assist, and we did it without a stop, all returning safely to our launch site and retrieving our boats to trailers without incident.



Another Messabout completed, with good company.

BRISBANE RIVER – THE JOURNEY

ALEX MALCOLM WRITES:



The Riverside Drive West End ramp wasn't busy, surprisingly, for a Saturday morning. After putting the Explorer, Why Knot Wood, Kathleen and Pussy Foot in the river, parking the trailers, one rowed to the pontoon to wait for the others. Dick motored straight into the main stream.

We got under way at 0900 all powered by iron horses. No sailing here. Heading up river with the tide the flotilla cruised past St Lucia, Yeronga, Long Pocket and had morning coffee at Tennyson.

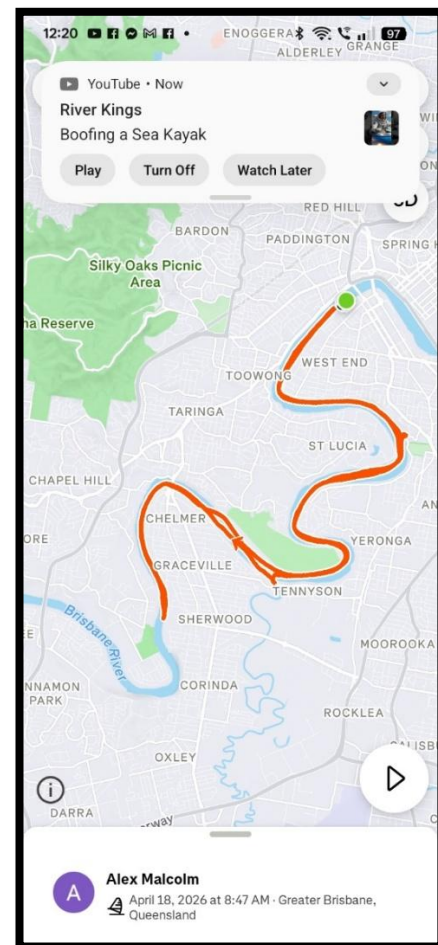
Back on the river, still with the tide, everyone continued motoring upstream, taking in the sights. Mansions, houses, boats on pontoons became interesting viewing in the urban landscape. The occasional ferry pushing a bow wave and leaving a wake kept one on their toes. The weather was warm with little wind.

Onwards past Oxley Creek, the suburbs of Graceville, Indooroopilly, Towong, Chelmer, Oxley, we arrived at Seventeen Mile rocks (opposite Fig Tree Pocket) where we tied up to a pontoon and had lunch at Rocks Riverside Park.

The breeze had been in our faces on the voyage up the river so a couple of skippers raised sail, mistakenly thinking they could sail back to West End. Not the case, Down came the sails and back with the BBQ burners. The tide had turned on the ebb, and with the motor idling, a steady 5 knots speed was maintained.

Occasionally an eddy would pull and push the boats, caught in some alien current. Bridges were not a worry, plenty of height and good distances between pylons.

Back at the ramp boats were loaded on trailers and weary Captains headed home. After Twenty nautical miles in 5:13 hours moving time and 7 hours on trip. This was a great day out in good company.



P.S Scott G launched his vintage speedboat at the ramp but missed the others. He too experienced difficulties launching, there being no beach to leave the boat whilst the car was parked. However, he eventually got away and went up the River but could not locate the main party. Returning to the ramp he was in trouble again until a helpful passer-by offered assistance.



EXPRESSIONS OF INTEREST

RICHMOND RIVER

We cross the Richmond River on the way to Yamba and it has always intrigued us as to its possibilities. It empties out at Ballina. Member, Ravin Corvid is interested in organising a boating activity on the River (See Flyer below) in October. The format is not set in concrete at present and he is open to suggestions but it appears there will be on-water events at different towns along the river.

Please contact Ravin if this interest you. More details to follow.

What is ?

Richmond River Raid

Amongst boating people, a Raid is a term for when a number of their kind gather on a particular waterway to ... just do boaty things. Sail, Motor, Camp, Cruise, Build, Talk etc

This flyer is about a plan for a Raid on the Richmond River in October 2026.

Hopefully in conjunction with Ballina Riverfest, Woodburn River Festival and Wardell River Festival and maybe Coraki as well.

If you are into boats of any sort and interested in being involved in any way please make contact as below.

If you aren't interested, please make considerate use of this piece of paper.

Contact, call 0419501285 and mention the Raid

Email richmondriverraid@gmail.com

Facebook www.facebook.com/groups/1315086343342427/

Or search for "Richmond River Raid" group

A daredevil dad is set to make his second attempt at sailing across the Atlantic Ocean in the smallest ever boat – three years after his previous vessel 'sunk'.



Andrew Bedwell,

52, has said he is "confident" that his new yacht, measuring around 1.2 metres (3.9 feet), will complete the perilous 1,900-mile solo crossing.

The mariner's latest attempt at a voyage will be his second in three years, with his previous vessel – named 'Big C' made from fibreglass – being sidelined after it 'sank' in 2023 on the first day.

Andrew was then tasked with creating a new boat which he named 'Big C V2', which is fractionally longer than the last yacht and made from tougher aluminium and has a top speed of 3.7 knots (4.2mph).

The keen sailor from Scarisbreck, Lancashire., planned to take on the challenge in May last year but postponed it until now after wanting to complete more. Now he has shipped the tiny boat to the starting point in Newfoundland, Canada and says he is "excited" to attempt his "lifelong dream" to break the world record for the shortest vessel to cross the Atlantic.

The record has been unbroken for the past three decades. He said: "I'm not nervous, just excited really – I just want to get it done now."

"The hard bit was building the boat and now it's this stagnant bit where I've had this boat – and the one before it – in my life for six years and now it's gone."

NEWS

Daredevil sailor set to make second attempt to cross Atlantic in 1m boat



"It is currently on its way and there's literally nothing I can do now boat wise.

"There's obviously always apprehension because the North Atlantic is mighty, and it's a challenging sea to be in. "I've been in some pretty horrendous conditions on there but this boat is designed for them, so it's just going to be a different experience.

"It's gonna be like a roller coaster for three months in the bad conditions."

Andrew is 6 foot 2 and with the boat just under four feet long it means he has to spend most of the journey crouched into a slightly extended foetal position during good conditions.

And during the rough waters, he has revealed he will be harnessed into a seated position inside what he has described as an "upgraded wheely bin".



THOUGHTS ON AGING



***AGE IS STRICTLY A CASE OF
MIND OVER MATTER.
IF YOU DON'T MIND, IT
DOESN'T MATTER.***

HANDY HINT

Does your varnish can lid gunk up like this so it is difficult to get the lid back on and seal?



With a nail or sharp implement, punch 4 holes around the rim of the can like this. It allows the rim to drain. You may have to clear the holes from time-to-time. Not perfect but better than doing nothing.



JUST FOR PUN...

***I TRIED TO COME UP WITH A
CARPENTRY PUN THAT
WOODWORK.
I THINK I NAILED IT BUT
NOBODY SAW IT.***



URGENT FREEBIE

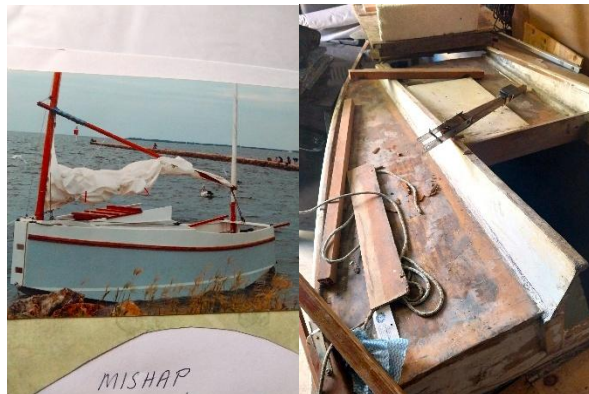
GIVE-AWAY BOLGER MICRO

My husband built a Phil Bolger Micro during the years 1996 to 2000. Over the years it had deteriorated, being outdoors and was moved into our large shed, where he began trying to re sand etc in 2019. Since then his health has deteriorated and it sits in the shed in need of lots of love and taking up lots of space. I need it gone ASAP. The plans and sails etc are somewhere here. Trailer included Located Morningside

Isabella Cooper

>> 0432613348

Photos - Before & Now



WHAT HAPPENED AT THE LAST MEETING

We had a discussion on the boats-to-build in the workshop as appeared in The Log over the past months.

They include:

- Selway Fisher – Rhum 11'6"
- Sandpiper
- Selway Fisher – Stornaway 12
- Highlander 12'

The aim is to someone to take ownership and others would assist with the build, it being an opportunity to learn. We seek expressions of interest from persons interested.

CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2026

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 the Messabout Coordinator, Phil Brown 0416 057 277

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
May		Bribie Classic Regatta May 16th and 17th	
June	S,M,P S, P M -4 stroke	JUNE 1st - 7th Lake Barambah, Moffatdale. Bjelke Petersen Dam Caravan park, CANCELLED replaced by Mon 1 st – Sat 6 th Wivenhoe Camping. 19 th – 21 st Wivenhoe Weekend	
July	S,M	Friday 17 th - Monday 20 th , Southern Moreton Bay camp weekend, incorporating the Flinders Day celebrations on Coochiemudlo Island.	
August	S,M,R,P Cook	Friday 14 th – Thursday 20 th (check out Friday) Caloundra Week. 23 rd August Bunnings Sausage Sizzle at Newstead Cooks and servers needed.	
September	S Cook	Saturday 12 th , Sail Day Shorncliffe, Ht 2.17m at 1013hrs. Sunday 13th, VW Action Day Sausage Sizzle. Cooks Needed	
October	S,M	Saturday 10 th Sail Motor around Coomera Island, clockwise, from Tallawood Road boat ramp, Coomera. Down Coomera River North Branch. Suggest on water by 0830 hrs as high tide at Tipplers Island.	
November	S,M,R,P	Friday 13 th – 20 th Lake Cootharaba week. Camping at Boreen Point	
December	Eat	Sunday 13 th Christmas Party lunch	



COMING EVENT DETAILS

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

**MESSABOUT
CO-ORDINATOR**

Phil Brown 0416 057 277 Assistant – Dick Reynolds 0419 791 326
Contact designated host for each event where stated.

Do you have any ideas for Messabouts? Contact Phil Brown 0416 057 277

Mon 1st – Sat 6th Wivenhoe Camping



Captain Logan Campground Sites 31, 36 and 37 suited to large caravans
 Sites 43 is only suitable for smaller motorhomes or roof-top tents
 Tent sites – walk in only Phone 0428 310 740
[Caravanning & Camping - Lake Wivenhoe Campground](#)

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

TIMBER FOR SALE

Port Ordford Cedar. [Chamaecyparis lawsoniana - Wikipedia](#)

"The wood is light yet has great strength and rot resistance, even after long exposure to salt water. Its properties resemble those of yellow-cedar..."

Approx 200 board/feet 3m lengths or better

Said to be good for strip planking and general boat building \$20 per board ft or \$4000 the lot
 Located Rainbow Beach Bill Noreik 07 5486 8032



FOR SALE LAZY E aka NATIONAL E

Renovated by WBAQ now for sale **SOON WITH REGISTERED TRAILER WITH NEW MUDGUARDS AND TYRES.**

We have invested two years of Thursdays and the best materials to save you the hard work to bring this great boat back from the brink. It is set up for a skipper and an inexperienced crew (or even a solo skipper) to use. We have eliminated trapezes and spinnaker to keep the rig cruising-simple but these can be retrofitted.

SPECIFICATIONS:

Length 15' 4.6 m Beam 5.25ft 1.6m

Displacement 97kg2 jibs (jib and genoa)

Main sail - Sails all in good condition.

Aluminium mast 6.2m & boom

On galvanised single axle trailer Hull painted in Norglass 2 pack paint

At \$2000 ono this is a lot of boat for the money. The trailer is worth this alone.

Proceeds to WBAQ.

- Contact Jim 0408 443 291
- or Jon 0413 945 377



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