



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

# ***THE LOG***

Email: [info@woodenboat.org.au](mailto:info@woodenboat.org.au)  
Web: <http://www.woodenboat.org.au>  
P O Box 1007  
HAMILTON CENTRAL 4007

**JUNE 2026**



**"PORTS ARE NO GOOD- SHIPS ROT, MEN GO TO THE DEVIL"**  
*Joseph Conrad – "The Mirror of the Sea" 1906*



**"Lillian Rose" at Bribie Classic Regatta**  
*Story Inside Photo Ian primrose*



## 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](mailto:workshop@woodenboat.org.au)

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

## FROM THE CAPTAIN'S CABIN

### AHOY THERE!

Remember the 1984 fantasy movie, *Never Ending Story* about a boy who finds a magical book that tells of a young warrior who is given the task of stopping the Nothing, a dark force, from engulfing the wonderland world of Fantasia?

Well, I think we have enough material for a sequel and we could call it "Never Ending Story – Trailer Registration". There seemed to be an unstoppable dark force working against getting a trailer registered. We shall just call it 'Government bureaucracy'.

The allusive trailer VIN reached the final chapter. After paying \$45.00 for each of the two weighbridge certificates on the boat trailer when only one of which was needed, I logged on to the Office of Infrastructure to put in the corrections. The next day I got the approval and the VIN. I was heading down to TMR to transfer the registration of the motorbike I've just bought, (yes a motorbike! I'm going through (another) midlife crisis- a little late but there you go), I took the printout of the VIN with me and in my excitement I didn't read the bit about allowing 48 hours for the number to get onto the system. It wouldn't have mattered as the person at TMR said "you have to bring the trailer down so we can inspect the VIN on the trailer".

I picked up the trailer with the boat on it, Sunday afternoon took it down to TMR first thing Monday morning and all I was asked, "Have you put the VIN on the trailer?" "Yes" I said. They didn't really require or want to see the trailer at all, or should I say 'that person' didn't want to inspect the trailer. The medication I am on must be working or perhaps I am getting more placid with age, for at no stage in this

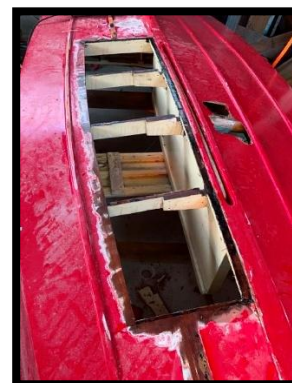
process did I lose my cool. However, I do remember saying to one person at the TMR, "It would great if everyone sung from the same song sheet."

The woman at TMR was quite surprised when I kissed the newly minted numberplate. All journeys come to an end - even difficult ones and this beautiful numberplate signals the end. The Lazy E is now a really good boat on a really good trailer. All we need now is for a new owner to take it over. It could be you for very little money! My advice still stands – Beware of unregistered trailers especially if they do not have a VIN.



The beautiful numberplate

I reread one of the Logs where I said I was going to say something more about the Heron. If the good editor has room he'll put a couple of photos in. It started off with a small soft patch and you'll see what I ended up with replacing about quarter of the bottom of one side, but work has started, and progress made. How's everything going with your project? Let us know.



JON



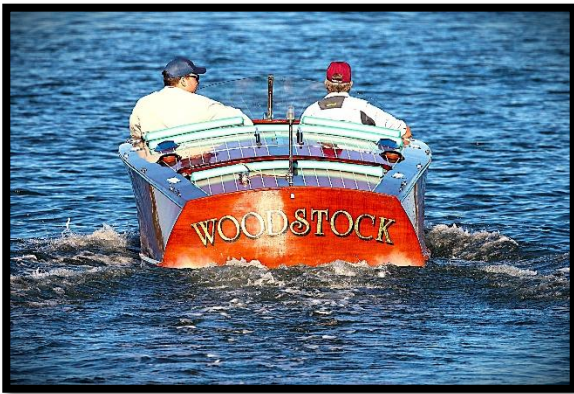
### NEW MEMBERS

*A hearty welcome to:*

**Mr Pieter (Piet) Scheenhout of Coorparoo**

*"My father and I built and own a 22 Mahogany runabout called Woodstock. The design is a Biscayne 22 by Ken Hankison".*

Woodstock featured on the WBAQ Calendar April this year:



**Greg Horrigan of Marcus Beach**

Greg has a Hartley TS 16 with Sail number 1622 fractional rig and a Mercury 4 stroke 4 HP Boat's Name is "Larella" Built in 2015

**Joseph (Joe) Monisse of Raceview**

He has a 16ft Scruffy

### 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

### WEB-WATCH

*Go boating while not getting wet*

From CLC BOATS – Mastering Marine Varnish  
Really good instructional read

[Mastering Marine Varnish – Chesapeake Light Craft](#)

And another one from CLC Boats

[The Whitby Pilot Gig – Chesapeake Light Craft](#)

### REPORTS

#### 27<sup>th</sup> BRIBIE CLASSIC REGATTA

**15<sup>th</sup> – 16<sup>th</sup> May**

*Ian Primrose*

Sitting in a small open boat in the rain is the pure definition of misery. It's like sitting under a cold shower confined to an invalid chair, not having enough room to reach for the soap. Open boats and rain are not compatible as they soon become water reservoirs with as much water inside as out.

I had to make the decision – GO / NO GO by the Thursday prior. As the forecast for the weekend was for terrible weather, I chose the No Go option for Latitude 27S. Both the weather forecasters and I sort of got it wrong. Whilst there was heavy rain at night, parts of the days were reasonable (and other parts unreasonable).

The event started at the Sandstone Point Hotel for dinner on the Friday night where we all got out information packs containing not only instructions but our commemorative boat plaques, a couple of hats and other goodies. Yes, we got some rain.

It was an early start for the run over to Toorbul and morning tea. I managed to hitch a ride on Darrell Spiers "Barbara S". When we arrived, there was a king tide and no beach so we were unable to partake of the morning tea. No worries. We went back to the Pacific



Harbour Marina and found a good spot on a pontoon. Other boats arrived and berthed and displayed. Lunch provided was a hamburger cooked by the Scouts- very nice. Yes, it rained.



***Barbara S***

The Marina is a permanent home to a lot of big boats that are reluctant to leave for this event (understandably so). Unlike in Hobart where they clear out the whole of Constitution Dock for the weekend of the Australian Wooden Boat Festival, these are stayers. The result is that Classic Regatta boats are intermingled amongst plastic stink-boats and are difficult to find for the viewing public. There seems to be no place in Queensland where an exhibition of classic boats could be held to rival Hobart.

The presentation Dinner was held at the Bribie Island Hotel where Scott Garvan was awarded "Best Motor Boat under 8m" for his "Lillian Rose" – congratulations, Scott. Yes, it rained.



Sunday dawned as a beautiful day and the crew arrived to set up the gazebo and tables for the event on Sylvan Beach. At 9 am, the boats arrived for a sail past, or rather that would be a "motor past". There was a huge crowd along the foreshore to view the boats and a minor carnival atmosphere among the displays and food stalls. We sold some wooden toys cheaply for the kids and were on the prowl for new members. Successful with the former, no so much for the latter but you never know.



Sometimes the 'seed' is sown but it could be years before a person realizes that he/she MUST have a wooden boat.

Again, there was a king tide and very little beach at Sylvan Beach to display the small boats. This was the first year it has been like this. What do they say about time & tide... The Big boats anchored off. Ok for them.





At 12 noon, the scattered showers scattered the punters, almost on cue. It was supposed to run until 1300 but most cleared out. We packed up and retreated.

I must say, the organisation of the Regatta by the BACE Committee was impeccable. It takes a lot of organising to put such an event together and they got it right. Apart from the unpredictable weather, Murphy had a day off!



There were 64 boats registered (down from 80-100 in previous years). 28 large boats; 5 thundering V8 types; and 31 small boats. However, I suspect not all of the small boats, like me, turned up owing to the adverse weather forecast.



The Classic Regatta, started by Alan Graham, 27 years ago consisted of all small wooden boats but more recent events favour more numerous large boats. Small boats display better along the beach and the public enjoy them more, being able to talk to the owners etc. It is no use complaining. If we want to see more small boats, then we should turn up and support this event with our smaller boats. Hopefully, the weather gods will do better next year.



However, overall we were lucky with the weather. The rain came through at midday on Sunday, 12 hours later than predicted, and stayed all Monday and beyond— an awful few days.

## **GHOSTING BRIBIE CLASSIC — ANOTHER POINT OF VIEW**

*Dick Reynolds*

The Bribie Classic, one of the most promoted events was an opportunity for a sail. General thinking of the punters was “don’t go, as weather will be awful!”

Well, Terry and I have decided sailing is actually weather non-dependant. In other words, you can’t always trust the forecast. Consequently we decided to launch at Donnybrook ramp on Saturday morning; go to the Classic as spectators only, and camp over on Little Goat Island – serendipitously owned by a mate of Terry’s. Then Sunday visit the Classic again and make our way home.



Having launched “Posh”, “Kathleen” and the new punt, we beat into a lovely 8 or 10 knot wind to Little Goat. We checked out the jetty layout, house and possible anchoring spots, then proceeded on through the passage to Toorbul to see what’s happening.

A great sail with beating and reaching, around a bunch of marks avoiding a multitude of sandbanks and yellow warning buoys. We anchored just off the Toorbul beach and had a coffee from a local coffee van. Sadly all the boats had by then gone back to the Bribie Marina.

Not sure the smaller boats had got there, as the wind was rising; tide not ideal and it’s a bit of a hike from the Bribie ramp. Therein lies our reason for not entering



the event. The festivities generally centre around bigger, faster and more capable craft.



Next stop the marina. The wind has now risen to maybe 10 or 15 knots, gusting twenty so glad we had two reefs in. About this time Terry's mainsail developed a terminal split, so he had to motor to the Pacific Harbour Marina. I fortunately didn't have any issues and had a great sail reefed and comfortable. We had a quick look around and talked to a power-cruiser skipper about anchoring just off the marina's jetty. He had done this in previous years and said it was very comfortable. We changed our plans and decided to camp there for the night.



Not over sailing for the day, we motored out into the passage to find Glen and the new Crezik. Sure enough, there came Glen and Dee in the smart new boat, along with a beautiful Gannet from Noosa. Quick "on water" chats and we went back to the marina and Glen and Dee back to their camp site at Beachmere.

Having built the punt, I had wondered at the sense of an 8 ft tender behind a 12 foot dinghy. Well, wonder no longer! Terry's outboard had developed an oil leak and needed a top up of 10W50 or 24W40 oil. We had anchored in 3 to 4 metres of water some 50 yards from the marina proper. With little chance of a jetty mooring, the tender proved ideal to launch and row over to cadge some oil. A very generous chap gave me

some oil and I rowed back to "Posh" and "Kathleen", with good news for Terry. By now time had moved on to "Beer O'clock". By pushing the punt over to "Posh", we could connect a line and raft up for a more sociable anchor. Drinks, chats with passers-by, including a lunatic in a micro Pirate boat and Simon in his kayak, and time for dinner in no time. Curry and Rice for me, Terry the usual Rump Steak. Terry being a rabid Roosters fan we watched a bit of footy and enjoyed a rum or two, then off to bed. We decided not to de-raft as it was so still. Quite a bit of rain over night, but so far, the weather had been great.



Sunday broke with clear skies, breakfast and a jury rigged mainsail to produce. Having done so, we left the marina again and proceeded to Sylvan Beach to catch up with the WBAQ guys.

Terry motored and sailed away while I wrestled deciding on which sails to rig to beat the tide and S/E wind. Having passed the same buoy three times I settled on no main reef and the no. 3 jib. Note-to-self; put a jib furler on the big genoa I use. Having resolved the rig, circumstances dictated I motor up to Sylvan Beach. Terry kindly rang me to say he had saved me a parking spot and so beach ward I went.

After an hour or so catching up with Glen and Dee again, Henry Hancock and the WBAQ guys manning the sponsor booth, we had something to eat, a loo stop and headed back down to Donnybrook, expecting a lovely boisterous run all the way against the current. However, in the ensuing hour we had two boats high and dry on the beach. The great thing about big events, is all the big, healthy, strong guys around ready to lend a hand floating beached boats. Job done, off we went.

As is often the case with sailing, the weather gazumped our plans and we motored home, negotiating the same



sand bars and markers, only more so, because the tide was now quite low. Terry roared along with the extra hull length and a big outboard. "Kathleen", decidedly more sedately, a good half hour behind.

Address the ramp; drop the mast; collect the tender and pack the boat and it's off home. Both of us elated at a great couple of days, but certainly plum out of energy! Terry couldn't even entice me into the pub.

I reckon we'll be back next year.

**Dick & Terry**

**RABY BAY DAY SAIL**  
**MAY 20<sup>th</sup>**  
*Dick Reynolds*

Mark Scott and Matilda put the word out. Let's sail Raby Bay on Wednesday. Having had enough sailing at Bribie to last a life time I decided, yep, great idea.

Arrived at the ramp about 9.15am to find Glen, Dee and Blue Bottle, beside Mark and Matilda, rigging. (Well, chatting actually!) Having got the chat aside, we launched and headed out into the bay.



Wind is blowing 10 to 12 knots, gusting maybe 15, and we've all got reefed sails. What a great sail. The waters in Raby Bay are well protected and easy sailing once you've cleared all the channel markers. The only difficult part is keeping Kathleen, the plywood Caravan, up with the Francois Vivier race horses! Glen's new Creizic and Mark's old Aber are both lovely and lively. At least we kept in sight! Kathleen performs reasonably with 2 reefs and the number 3 jib. Never saw hull speed {4.6 knots} but managed 3.6 to 4.1Kns. It is a joy sailing

amongst the moored yachts in this bay. Many of the yachts are live aboard and often the skippers poke their heads out of the cabin for a quick chat as we drift by.



By 1.00pm or so the hungries have hit so we sail for the beach just to the starboard of the Raby Bay Dog Beach. Great sandy bottom, decent anchoring and covered lunch seating. Proceed with extended chat from before the launch.

Having devoured lunch and drunk coffee, back to the boats to hoist sails up, haul in anchor, leap aboard and head out into a moderating wind and flattening sea.

This voyage Kathleen got to shake out the reefs and have the Cutter Rig set being mainsail and 2 jibs. With about 170 ft<sup>2</sup> of sail she can keep up with the Frenchies and even exceed hull speed at times!

Glen hailed us to say "going in". Not bloody likely says we. The sailing was great fun with an 8 to 10 knot steady breeze from the south to south west.

Time, however, does catch up and eventually we had to head to the ramp. Raby Bay has a well sloped concrete ramp and quite a decent sandy beach adjacent. This makes for easy hauling out and is aided more so by the well versed boaties here that mostly seem to know the score.



Another chat in the carpark, pack up and off home.

Job done. Another terrific sail. Thank you Mark , Glen and Dee for your company.

**Dick**



*If you would like to join the spontaneous sailing group, send your mobile No. to Dick to receive SMS notification of details. Dick 0419 791 326*

## **WIVENHOE CAMP WEEK 1<sup>st</sup> – 5<sup>th</sup> JUNE**

*Story Alex Malcolm -Photos Dick Reynolds*

***Beautiful boats, windy weather, cool camping and fantastic fun.***

Clear sky heralded the start of the week there was not a rain cloud in sight when participants arrived on Monday. The usual sail to Captain Logan's Camp and shuttle back to the ramp to collect vehicles was made. Dick Reynolds arrived with Kathleen (Bobcat Cutter Cruiser), David and Sharon Sloper with About Time (Waller 17 Trailer Sailer), Phil Brown with Playstation Too (NIS 18), Mark Scott with and Aber (Francois Vivier), Mark Dale with a 1975 Heron, Glen and Dee Dwight with Blue Bottle (Creizic Francois Vivier), Ian McDougall with stretched Shearwater (Ross Lillistone design). Lester Searle with a Navigator (John Welsford NZ design), Bruce Dreaver with a Periwinkle (Ross Lillistone design) and Alex Malcolm with a Sassafras 12 Canoe.



On Tuesday the fleet was on water at 0900 and sailed towards Bellevue Bay, some boats continued to Conroy Cove for their morning coffee on the banks of Whitfield Point. Ian Primrose joined the fray in his Melonseed. The flotilla continued to make a circumnavigation of Pelican Island where many birds were observed.

Later a campfire was enjoyed.



Wednesday's forecast was for the breeze to strengthen in the afternoon. 9 craft, all different, sailed to Billies Bay (a first time for some) including Steve in a Phoenix III, great sailing conditions. A convivial coffee break was had in one of the shelters on shore. The wind came up just as the group was preparing to set off, a Northwesterly, making a lee shore problematic for launching. The wind kept building, reaching 25 knots, challenging for small boats braving the waves. All were reefed, some wetter inside than others. Ashley Wilson with a Stornoway (Scruffy or Jandal boat) and Glen in his Hartley 16 arrived. Joe made an appearance with a Scruffy 16 (another Thong boat)



**Smoko at Billies Bay**



Thursday brought another day of high wind, Sailors were fortunate to have a morning voyage in Logan Inlet, sailing circles. Lunch at the camp, captive by



Aeolus, who wouldn't let go! Some members decamped.



**Happy Hour – Photo Glen Dwight**

Friday saw the culmination of the Messabout. Boreas and Aeolus were still fighting for supremacy so most motored to the ramp.

Thanks to all for this amazingly good time.



**Grant & Diane Dwight in their new Viviers designed boat "Blue Bottle"**

## THOUGHTS ON AGING



**THEY SAY... "WHO DIES WITH  
THE MOST TOYS WINS"  
...BUT THERE ARE NO ROOF-  
RACKS ON HEARSE!**

## JUST FOR FUN...

***He had a photographic  
memory but never  
developed it.***

## HANDY HINT

Wrap your masking tape in Glad Wrap (or similar). A clean paint line is only achieved by clean tape. If the tape side becomes contaminated you will not get a sharp paint edge.

## NEWS

*From Practical Boat Owner.*

**ARTHUR BEDWELL** is now back on dry land after being rescued by the crew of the Canadian Coast Guard ship, *Sacred Bay*.

The Lancashire skipper posted on his official Facebook page – Big C Atlantic Challenge – that there has been a "Technical issue. Andrew is fine and back on land. More updates when we can."

According to the Big C App, which is tracking the 100cm boat, *Big C* is still at sea off the Newfoundland coast. The last post from Bedwell said: "Day 2: pressure dropping so I know somethings coming, kinda anxious as at yet not seen weather report.. 4 june". He reported that the weather was "westerly wind 8 knots blue sky".

The Canadian Coast Guard tasked the *Sacred Bay* crew on Friday morning, and Bedwell was rescued at around 1415 local time later that day.





During sea trials, Andrew Bedwell has managed to hit 3.7 knots on *Big C V2*. Credit: Andrew Bedwell

He started his record attempt on Wednesday, leaving from Newfoundland's capital city, St John's at midday. In a statement, the Canadian Coast Guard said: "On Friday morning, June 5, at approximately 9:30 a.m. local time, the Canadian Coast Guard was advised that the sailor onboard the *Big C* Atlantic Challenge, a small 1.2 metre sailing vessel, was in need of assistance. The vessel was approximately 75 miles east of Grates Cove, NL.

The Canadian Coast Guard issued a marine broadcast for vessels in the area to assist, and the CCGS *Sacred Bay* was tasked out of Old Perlican.

At approximately 2:15 p.m. local time, the CCGS *Sacred Bay* arrived on scene and safely retrieved the sailor from his vessel. The CCGS *Sacred Bay* brought the sailor back to Old Perlican.

The *Big C* Atlantic Challenge vessel was abandoned." This is the second time Bedwell has tried to set the record for the smallest boat to cross the Atlantic. In May 2023, he was forced to return to harbour just hours after leaving St John's due to water ingress. *Big C* was craned out of the water for repairs but was dropped onto the harbour wall after a stop broke on the crane, causing irreparable damage.

*Big C V2* was designed by Bedwell and naval architect Jérôme Delaunay. It is built from aluminium with an encapsulated 115kg lead keel and a watertight 10mm polycarbonate domed hatch. An aluminium A-frame supports a central furling system for twin Dacron sails, and the boat is powered by solar panels and AGM and lithium batteries.

Bedwell is no stranger to pushing the limits. A Jester Baltimore Challenge veteran, he has previously sailed his sparse 21ft Mini Transat, *Blue One*, from Whitehaven in Cumbria to Iceland and into the Arctic Circle.

An aluminium A-frame is the heart of the rig, with a central furling system for twin Dacron sails. Credit: Katy Stickland/Practical Boat Owner/Future PLC

When interviewed by *Practical Boat Owner* magazine ahead of setting off, he explained why he wanted to cross the Atlantic in a boat many would not want to take out to sea.

"There are a few given things in life – you will be born and you will die, but in the middle there is a dash, and I want to fill that dash with as many adventures as I possibly can," he said.



There is just enough space in *Big C V2* for Andrew to sit down and stretch out his legs. Credit: Katy Stickland/Practical Boat Owner/Future PLC

The current Guinness Book of Records holder for the smallest boat to cross the Atlantic is Hugo Vihlen. In 1993, the American sailor crossed from Newfoundland to Falmouth, Cornwall, in 106 days aboard 1.62m/5ft 3in *Father's Day*

## URGENT FREEBIE

### GIVE-AWAY BOLGER MICRO AND MIRROR 16

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

**THERE IS ALSO A GIVE-AWAY MIRROR 16 WITH TRAILER (UNREG) LOCATED IN KINGAROY AREA**

**JIM JONES HAS INFORMATION 0408 443 291**

## WHAT HAPPENED AT THE LAST MEETING

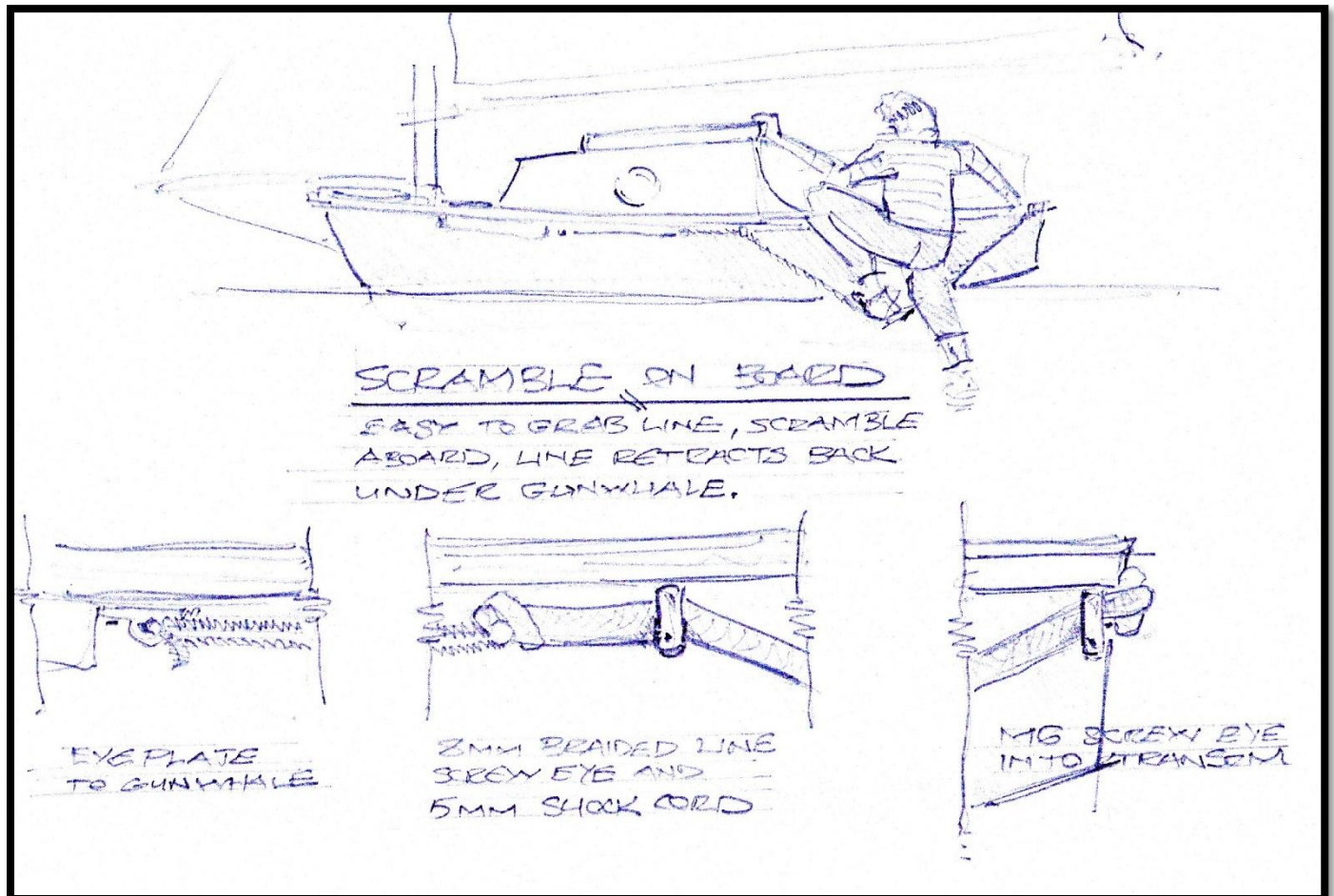
Simon Hutchison from FIXTECH MARINE SOLUTIONS gave us a talk about his Company's products. They include expanding foam, fibre-filled epoxies, flexible bonding epoxy to name a few. He started in 2001 and has extensive markets in Asia, New Zealand and supplies to the Australian boat market. It all started



from a non-yellowing white epoxy product. Products are available through Whitworths, RTM and marine chanders

Contact by phone 1300 997 077 Email [info@fixtech.com.au](mailto:info@fixtech.com.au) See Website

[The FixTech Group - Our Products](#)



**DICK'S IDEA TO ALLOW YOU TO SCRAMBLE ONBOARD IN EVENT OF CAPSIZE ONCE YOU HAVE RIGHTED THE BOAT.**

The stepping rope remains retracted (by shock cord) under the gunwale but pulls down when needed.

## 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                                                                                                  |
|-----------|------------------------|---------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|---------------------------------------------------------------------------------------------------------|
| June      | S, P<br>M<br>-4 stroke | <del>19<sup>th</sup> – 21<sup>st</sup> Wivenhoe Weekend</del><br><b>CANCELLED</b> – Camping area booked out                                                                                                   |                                                                                                         |
| July      | S,M                    | Friday 17 <sup>th</sup> - Monday 20 <sup>th</sup> , Southern Moreton Bay camp weekend, incorporating the Flinders Day celebrations on Coochiemudlo Island.                                                    |                                                                                                         |
| August    | S,M,R,P<br><br>Cook    | Friday 14 <sup>th</sup> – Thursday 20 <sup>th</sup> (check out Friday) Caloundra Week.<br><br>23 <sup>rd</sup> August Bunnings Sausage Sizzle at Newstead<br>Cooks and servers needed.                        |                                                                                                         |
| September | S<br><br>Cook          | Saturday 12 <sup>th</sup> , Sail Day Shorncliffe, Ht 2.17m at 1013hrs.<br>Sunday 13 <sup>th</sup> , VW Action Day Sausage Sizzle. Cooks Needed                                                                |                                                                                                         |
| October   | S,M                    | Saturday 10 <sup>th</sup> 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. | <b>1<sup>st</sup> – 4<sup>th</sup> Oct</b><br><b>Down the Richmond River- See below</b><br><b>S,M,P</b> |
| November  | S,M,R,P                | Friday 13 <sup>th</sup> – 20 <sup>th</sup> Lake Cootharaba week. Camping at Boreen Point                                                                                                                      |                                                                                                         |
| December  | Eat                    | Sunday 13 <sup>th</sup> Christmas Party lunch                                                                                                                                                                 |                                                                                                         |



## COMING EVENT DETAILS

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

|                                                                                                               |                                                                                                                                                                                                                                                                                                                                                                                                                                                                                                 |
|---------------------------------------------------------------------------------------------------------------|-------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------------|
| <b>MESSABOUT CO-ORDINATOR</b>                                                                                 | Phil Brown 0416 057 277 Assistant – Dick Reynolds 0419 791 326<br>Contact designated host for each event where stated.                                                                                                                                                                                                                                                                                                                                                                          |
|                                                                                                               | <b>Do you have any ideas for Messabouts? Contact Phil Brown 0416 057 277</b><br><del>19<sup>th</sup> to 21<sup>st</sup> weekend Wivenhoe Camping</del> <b>CANCELLED as we find there is an event at the campground and the area is full.</b>                                                                                                                                                                                                                                                    |
| <b>1<sup>st</sup> – 4<sup>th</sup> October Motor preferred / Sail perhaps / Paddle or row if you are fit!</b> | <b>RICHMOND RIVER RAID 2026 – Proposed Itinerary (External event)</b><br>The idea of this is a 4 day leisurely cruise down the Richmond River from Lismore to its mouth at Ballina. It's sort of in conjunction with the Richmond River Keeper group's Save the River month long event. <a href="https://richmondriverfest.com/">https://richmondriverfest.com/</a> There is no entry fee and no organization. It is simply an itinerary that I personally propose to follow and if anyone else |



wants to come along they are most welcome. It is aimed mainly at old style inboard Putt Putt style boats but any boats welcome. As it's a river trip it's probably not so suitable for Sailing because most of the river is shrouded from winds by trees but if you are up for a sailing challenge come along. Typical cruising speed will be around 4 knots.

**Thursday 1<sup>st</sup> October Lismore to Coraki**  
Launch at ? Rowing club behind Best Sheds.  
Can Leave cars and trailers there and will organise transport back from Ballina to pick them up

**Friday 2<sup>nd</sup> October Coraki to Woodburn**  
Visit Swan Bay marina. Hopefully we can arrange a guided tour but if not just a look around. This is an old boat building yard with slipway and lots of old boats in various stages of decay or repair.

**Saturday 3<sup>rd</sup> October Woodburn to Broadwater**  
Visit the Rileys Hill dry dock – whether it's open or not.  
<https://uniquelynorthcoast.wordpress.com/2018/06/27/842/> Camp there either in the dry dock area or outside the gates at the ramp.

**Sunday 4<sup>th</sup> October Broadwater to Ballina**  
Stop off at Wardell to sample the famous Wardell Pies for morning tea. Arrive Ballina for Lunch at the wharf restaurant. Return to cars

## **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 LAZY E aka NATIONAL E**  
Renovated by WBAQ now for sale **NOW 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 **REGISTERED trailer** Hull painted in Norglass 2 pack paint **At \$1900 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



**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



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- Epox-E-Glue A pre gelled 1:1 epoxy glue.
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