



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

THE LOG

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JULY 2026



***"NOTHING IS SO SWEET AS TO RETURN FROM THE SEA AND
LISTEN TO THE RAINDROPS ON THE ROOF OF HOME."***

Sophocles



A PUTT-PUTT UNDER CONSTRUCTION

Story Inside Photo Russell Martoo



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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.

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

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FROM THE CAPTAIN'S CABIN

I'm sure we've all done this at some stage in our lives, stood beside something that represents our interest but which we are not capable of producing whether through time or skill, and this is what I did when Danny Doyle bought his beautiful, hand-crafted clinker "ROE" row, sailboat around to my place last week. Danny did something which at some stage we probably all dream of doing, spending time at the Wooden Boat School in Frankston, Tasmania constructing this wonderful 3.6 metre vessel.



He and I spent some time leaning on the boat chatting & chattering, admiring his handiwork. All that time I couldn't stop moving my hand over the very tactile shaping of some of the beautiful grown knees and breast hook of outstanding workmanship and exquisite and finish, something you could proudly display in your own lounge room. Boats, and particularly wooden boats are made to be used and enjoyed, and this one is no different. Because of health reasons Danny can see his use of this obvious beloved boat will diminish in the near future so he would dearly love it to go to somebody who would appreciate it and use it. Although this boat is as new, it encompasses style and techniques that are hundreds of years old and in doing so, it preserves craftsmanship that's not easy to find in today's high speed high tech world. Danny is donating

this boat to the WBAQ to pass on to a new custodian who will use and enjoy this vessel as it's not made to go into storage but made to, get out there on a bright sunny day with a fair wind. You all would have received an email re tender documents. If not please contact Jim at secretary@woodenboat.org.au

Speaking of storage, which we all do from time to time with our pride and joy, sitting around over a cup of coffee and a biscuit at morning tea at the workshop. Do come and join us some Thursdays or the Saturday after a meeting. Anyway, the conversation turned to storage. One of the greatest enemies of wooden boats is dry rot mildew, caused by fresh water. There are various ways we can protect our boats against keeping fresh water out your boat. When I studied at Mystic Seaport Maritime Museum in Connecticut, after every rainstorm a small work boat would go round with the pump on board and hose down all the wooden boats with salt water to flush the freshwater off them.

Keeping your boat under a tarp if they're not under the house under a cover is a good start but have plenty of air flow through. Scott Gavin said he puts a couple of blocks of swimming pool chlorine in there and the chlorine fumes keep the mildew away. I'd take the top off first before sticking your head in there of course, (WH&S. With bigger timber boats, put swimming pool salt in the bilge to keep any fresh water that gets in through rain (and yes all decks leak a little) to turn it into salt water to help longevity.

There are various treatments for timber rot part from cutting it all out and replacing it with new wood, TPRDA from Boat Craft, is one. Do some research talk to other members as to what they do. You put a lot of work into your creation so look after it but use it and have fun.

Lastly, a team of workers descended on the late Trevor Green's shed last Saturday to clear it out for Coralie. Coralie has gifted all the contents to WBAQ to be used in the workshop or to be sold off to a new home.

Whatever you do, do it safely

Jon

[Boat Storage Solutions with DIY Ideas & Tips | Roomia](#)



[What is the proper storage method for a wooden boat? | Boating World](#)

[Safety Data Sheet | InterQuaSafety Data Sheet | InterQuadd](#)

[Safety Data Sheet | InterQuad](#)

WORKSHOP NEWS

THE WORKSOP IS OPEN BY ARRANGEMENT

- **EACH THURSDAY FROM 0830 ***

Ring or text Ian Primrose 0491 120 888

**But not when there is an away Messabout*

- **SATURDAY AFTER OUR MEETING FROM 0900**

Ring Jim Jones 0408 443 291

It's been busy at the Workshop with Charlie and Terry cutting out bits for their respective boats both making good use of saws and planer.

WEB-WATCH

Go boating while not getting wet

Torture-boarding from CLC

[Longboard Sanders for Boatbuilders – Chesapeake Light Craft](#)

From Small Craft Tasmania

[Ep. 61 - Designing for the Wild: The John Welsford Story - YouTube](#)

Some good advice from Club Marine

[How to avoid common boat fails | Club Marine Australia](#)

VALE – DON HALLIWELL

With sadness we advise the passing of member, Don Halliwell. Don joined the Association in 2008 and was the builder of many boats that he sailed to the Whitsundays on numerous occasions. He was a great fan of Bolger designs and junk-rig sails in particular. His last boat under construction was a Bolger Birdwatcher that he got very close to finishing. Don will be remembered for his endearing smile and happy nature.

REPORTS

NOT A WIVENHOE MESSABOUT

Following the cancellation* of the planned Messabout at Wivenhoe Dam an impromptu suggestion was raised to launch boats at Raby Bay on Saturday 20th June and camp or sleep onboard at Peel Island.

(*You will recall cancellation of the Wivenhoe Messabout was necessary as there were no camping places)

Despite not favorable weather forecasts four sailors decided to give it a go. Saturday's weather was good, and the number of cars, trailers and boats at the launching site attested so. However the ramp can cater for a good number of launchings. Our boats are of a size that can launch and pull up to a small beach adjacent, and not have to make use of the pontoon. We got away with a nice breeze out of Raby Bay tuned right at the cardinal and headed pretty much to the western point of Peel Island, an enjoyable task, then proceeded east to the planned camp area by the 'Platypus' wreck.

Following some nourishment, and the unloading of the land dweller's shelter, we had an afternoon sail to Dunwich and return. Unfortunately the daylight hours were fading and the trailing boat had motor issues. As the wind had dropped, another boat's skipper was following the situation went and towed the other boat in.



"Kathleen" winging it.

Sunday, after a good night sleep in calm water, breakfast onboard, discussions were had relating to the day's activities. Marco elected to accompany Jeff, with the uncooperative outboard back to Raby Bay, they had to break camp first. Dick and Phil decided to head to Blakesley's.

The sail south started off with a good breeze and with the tidal run but after a while the wind shifted and we were beating and the not proceeding at all. Tacking was the game and making way was still slow. Finally, we made it into Blakesley's and had a well-earned coffee and early lunch. The forecast wet weather did not arrive but we decided to return to Raby Bay instead of pushing our luck staying out another night.

With the wind from the South we had a straight run back to Cleveland Point and a reach into the Raby Bay boat ramp.

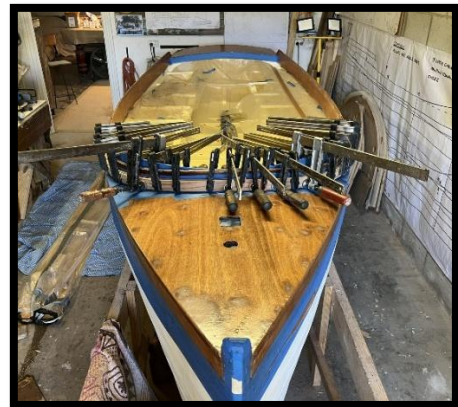
All in all another enjoyable Messabout.

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

PUTT-PUTT UNDER CONSTRUCTION

Following Russell Martoo's presentation at the January meeting of the first stage of building his 14ft Putt-Putt launch, further progress has been made towards a planned launch later in the year.

One of the more challenging recent tasks on the David Payne designed clinker boat was to steam bend the western red cedar for the forward coaming and then laminate in thin strips an Oregon capping to the coaming. Deck beams, decks and gunwales have been fitted before painting the boat inside and out using Norglass paints.



The boat has been recently flipped back over the right way and work is now progressing on building the rudder and fitting the fuel tank, engine and other mechanical components. (see cover photo).



We are looking forward to seeing the boat finished and on the water later in the year.



REVIEW: THE STRANGE LAST VOYAGE OF DONALD CROWHURST

Authors: Nicholas Tomalin and Ron Hall

Condensed by Ian Primrose

(Written by a human – No AI used)



Teignmouth Electron- A full size replica built for the movie

Donald Crowhurst was born in India in 1932 where his father was a superintendent on the railways. At aged 8 he was sent off to an Indian boarding school. When he was 10 his family moved to Pakistan where his father established a sports goods business that would later be burnt down in the riots during the “separation” of India and Pakistan (1947). After the war, Donald was sent back to England to be a boarder at Loughborough College. His father, John, had trouble finding meaningful work ending up working as a porter in the local jam factory. In 1948, John died from a heart attack.

Donald passed the London School Certificate and then joined the Royal Aircraft Establishment as an apprentice in electronic engineering and in 1953 he joined the Royal Airforce. He had a reputation as a risk-taker with a life of parties, drinking and practical jokes. In the end he was asked to leave the RAF. Not deterred. He joined the army where he took a course in electronic control equipment. Again, he got into trouble, this time for hot-wiring a car and was fined five pounds and again he was asked to leave the army in 1956.

At a party, in 1957 he met his future wife, Clare an Irish lass from Killarney and they married later in October of that year. A son arrived shortly and at this time, Donald began sailing seriously. He joined Mullards electronics firm in London. Disillusioned with the mundane routine, he quit and then found a job as Chief Design Engineer with Electro-dynamic Construction in 1962. Realising that this was not going to make him rich, he was going to have to set up his own electronics business. He bought a 20 ft sloop called “Pot of Gold”.

The device he was going to build and sell to make him rich was called the “Navicator” – a radio-finding device for yachting navigation. Although well-designed, it was not unique as there were other similar devices on the market but his design was housed in a plastic container and had a compass incorporated for one handed operation. There was no GPS in those days – You will recall that the Russian Sputnik 1 was only launched in 1957, signalling the start of the space-race. Apollo 8 went around the moon in the year of the Race. Three more children arrived by 1962.

His mother had moved to a home so he convinced her to sell her house so the remaining funds could be used to launch his business, “Electron Utilisation”. He was elected to the local council and bought a Jaguar car which he crashed. His wife said that he was not the same after that, displaying a change of personality through temper and depression.

Initially, the business prospered, employing 6 full-time employees but he had trouble marketing efficiently and was forced to downsize due to lack of capital. Stanley Best, a rich investor advanced one thousand pounds to keep the operation going and ultimately sponsored his attempt to sail around the world.

Late in May 1967, Francis Chichester sailed single-handed home to Plymouth in “Gipsy Moth IV” to fame and fortune. A quarter of a million people lined the docks to welcome him home. A knighthood was bestowed and a book followed. Chichester was not the first to circumnavigate the Earth – Joshua Slocum did that in 1895-1898.



The Sunday Times was involved in the sponsorship of Chichester to the extent of two thousand pounds for exclusive rights. With the success, it was considered good value. The idea of a non-stop circumnavigation permeated Crowhurst's head. Fame and fortune would surely follow.

At this stage there were 4 contenders for a round the world non-stop race in 1968:

- Bill Leslie King – a junk-rig boat to be built called Galway Blazer
 - Robin Knox-Johnston – as 32ft teal-hulled Bermudan ketch "Suhaili"
 - Bernard Moitessier of France –an experienced long-distance sailor in "Joshua"- a steel-hulled boat with two wooden masts
 - John Ridgeway in a 30ft sloop "English Rose IV"
- Crowhurst tried to obtain Gipsy Moth IV for the race but failed. He was a potential fifth starter but at this stage did not have a boat or sponsors.

The Sunday Times put together a race with a trophy (the Golden Globe Award) and 5000 pounds for the fastest voyage. Starting dates were set between June 1st and 31st October 1968. Crowhurst had no money (his business was failing- Best wanted his money back) and no boat but he declared he was a starter. Although never sailing a trimaran, he was certain it was the most suitable type of boat for this voyage.

Stanley Best was convinced to underwrite the building of a trimaran – perhaps thinking that it was the only way to get his money back from the prize money. The hulls were produced by 28th July with a launching on 23rd September 1968. Crowhurst had developed a self-righting system for the trimaran consisting of sensors that activated a CO2 cartridge, filling a rubber bag on the mast. Pumps would then be activated in the higher hull to bring the boat back to level. The boat was to be fitted with a mass of other "gadgets" or computers. On sailing, the "computer" was largely unassembled. The boat was to be called "*Teignmouth Electron*" part after the town he was leaving from and part after his business.

After some disappointing sea-trials (the boat would only point 60 degrees to the wind) and disorganised chaos in stocking the boat, Crowhurst set out at 3pm on 31st October, just 9 hours before the race departure deadline. However, things did not start well. The rubber buoyancy bag had been lashed around two halyards and the sail could not be raised and he had to be towed back to the harbour to have it rectified. At 4.52pm he was on his way.

By the 15th November he was off Portugal, spending most of his time stowing gear. His computer was not yet installed and there were masses of wires throughout the cabin waiting connection to something yet to be built. He was experiencing problems with a leak in the port float, his radio was not working and the wind was against him requiring copious tacking.

Due to contrary wind, breakages (generator, self-steering gear) and taking the mainsail down at night, in one week he had travelled only 210 miles down the coast of Spain. He was making tape recordings for the BBC that indicated great optimism but his log was quite the contrary. He lists his problems: No radio communication; No masthead buoyancy; no time signals – chronometer useless; no lights; hatches leaking; port float taking water; poor cut of sails; no method of pumping out floats or main saloon; self-steering faulty and so on. He was having doubts about getting around the Horn safely and was having thoughts of pulling out and having a further attempt next year.

A month later (December) Crowhurst appears to run two logbooks – one recording his sun-sights and position and the second as well as a Radio log this was the accurate one with entries meticulously recorded (he was using Morse and later voice when he got the generator going). Up to December 5th, the navigation log appears to be accurate.

In the race, several competitors had pulled out but Knox-Johnston although battered was in the lead.

On December 10th Crowhurst reported by radio that he had covered 243nm (a record at the time) in one day and this news received great press coverage. In the weeks of 5th -10th December his log showed an actual distance of 687miles but claimed a fake 843miles. The



great lie began and reality began to fade. On December 17th he reported to being “off Brazil” and through the Doldrums and over the Equator and averaging 170 miles per day whereas he was still 180miles north of the Equator. At Christmas, his reported position was “off Reo de Janeiro” but he was still actually 1000 miles north.

For the next month, he just tacked around off the coast of Brazil, avoiding the shipping lanes. He continued to give false or vague locations (“in the roaring forties”). He then indicated he was having radio problems and shut down the radio for the next 3 months. During this time, he took an extreme interest in birds and fish around him.

His boat was in need of repair and to do that he needed plywood and screws. In February, he started to search the Pilot Guide for a suitable clandestine landing. If the landing became public it would disqualify him as well as exposing him as a fraud. After considering many locations, he settled on the River Plate Estuary (Argentina) – not too far (100miles) from Buenos Aires. On March 6th he landed at Rio Salado – an unfortunate choice for him as it was one of few places that had a Coastguard Station. The Coastguard provided him with materials and he effected repairs by applying patches to the hull, staying 3 days from March 6th-8th. They did not report him to higher authorities mainly due to isolation and poor communication.

He sailed south almost to the Falkland Islands (the furthest south he travelled) and on the 29th March headed due north staying 100 miles from the coast, planning his “reappearance”. On April 9th he broke his radio silence.

At this time, the French contestant Moitessier in the roaring forties, passed Cape Horn and fell in love with the sea and decided to go round again, refusing to return to the “false Gods” of Europe (and his wife). He finished up living in Tahiti. He was out of the race leaving only Knox-Johnston and Tetley (and in theory Crowhurst).

On April 30th, after a 3 week radio silence, he declared that he was back in the race. On May 4th Crowhurst restarted serious sailing and ceased deceptive positioning. Between 4th & 5th, he covered 243 miles but a week later he was fighting headwinds. At this time Crowhurst was torn between beating Tetley and just losing to him. If he just lost, he would avoid close scrutiny and still be a “hero”.

However, Nigel Tetley also in a multi-hull was now pushing his boat hard to stay ahead of Crowhurst. He was having trouble with leaking floats- more seriously than Crowhurst. His boat started to disintegrate with the entire skin of the port float peeling away. He pushed on too hard and 1200 miles from the end of his 30,000mile voyage, the port float tore away and smashed into the hull and “Victress” sank. He took to a life-raft and was rescued.

Crowhurst now had a dilemma – if he won, which he would now do, he would face serious scrutiny. He no longer had the option of coming second; still getting fame but avoiding the scrutiny. His self-steering had failed completely as did his radio and his food had deteriorated or run out of things. The heat of the tropics did not make life easy.

The excitement was building back home for his triumphant return. Unbeknown to Crowhurst, Chichester had serious doubts about his journey and called on the Sunday Times secretary to start enquiries as to the authenticity of the journey.

On the 24th June, Crowhurst began to sink from his reality and he began to write in his logbooks on philosophy and mathematics. It was the start of a deranged mind.

On June the 25th a Norwegian cargo vessel *Cuyshoga* spotted him and reported him as “all well” but his logbook shows the contrary. Paranoia had set in. July 1st it was time to write his confession. The time was marked in the Log starting at 10 08 40hrs; “10.23.40 Cannot see any purpose in the game”. “11 .15.00 It is the end of my game the truth has been revealed..”

At 11.40 he climbed onto the rear deck of the trimaran and as the chronometer reached the 40 second mark,



he jumped off the stern. *Teignmouth Electron* sailed away at 2 knots.

Capt Richard Box of the Royal Mail vessel “Picardy” was raised by the watch as they had sighted a small sailing vessel. It was the 10th July 1969 at 7.50 am – Latitude 33 degrees 11min Longitude 40 degrees 28 W – 1800 miles from England. The boat was ghosting along at 2 knots under mizzen sail. There was no-one on deck. He altered course so he passed close to the stern of the yacht and sounded the foghorn. He stopped the engines and a boat was lowered. The trimaran was completely deserted. A check of the logbook showed the last entry was 24th June. The trimaran was hoisted on board and they searched for a swimming sailor. *Teignmouth Electron* ended its days as a dive boat in the Caribbean and later its decaying remains could be found for some time in the dunes above a beach in the Cayman Islands.

The book was written in 1970 by Nicholas Tomalin and Ron Hall with subsequent reprints (2016) and a film was made starring Colin Firth called “The Mercy” (2018). As investigative journalists, they made a thorough investigation of the Logbooks and pieced together the final story of Donald Crowhurst.

Well-worth reading. There appears to be plenty of copies on WWW and bookstores.

BOOKS ABOUT LEAKY BOATS AND GRAND ADVENTURES

Jonathon Rihan

Written by a human too! No AI used here.

When I was a young fella I spent time sailing with my old man in various old heavy and frequently leaky wooden gaffers around and along the English Channel. I spent quite a lot of that time hating the cold and the wet and the discomfort and to escape I would read adventure and exploration books. Joshua Slocum, Robin Knox Johnston, Erskine Childers, I read everything I could find but when the old man introduced me to Bill Tilman I became really hooked.

Major Harold William Tilman was a British Army officer and fought in and survived both world wars. After the wars he returned to his beloved mountains and became one of the foremost explorers and climbers in the Himalayas and elsewhere. He wrote of his travels in a series of books documenting his climbing and later sailing adventure.

It was Tilman who, along with Eric Shipton, first climbed Nandi Devi, which at a height of 7,817 m (25,646 ft in old money) was the highest summit reached by anyone at that time. Tilman and Shipton explored a lot of the Himalayas, including expeditions to Mt Everest, but by the 1950’s Tilman decided the mountains he loved were getting too crowded, he needed more wildness and in 1954 he bought an old rundown timber Bristol Channel Pilot Cutter named “Mischief” and took up ocean sailing, teaching himself how to sail and navigate (by sextant). He viewed sailing as a means to get to unexplored and unclimbed peaks in remote parts of the world.

The first major voyage he undertook was to Patagonia. Sailing from Lymington on the south coast of the UK he and his crew sailed the length of the Atlantic to Tierra Del Fuego, there along with Jorge Quinteros he made the first longitudinal crossing of the Southern Patagonian Ice field while the rest of the crew took “Mischief” though the wild and woolly channels and passages inside Cape Horn to meet up with Tilman on the western side of Patagonia. Both parties had some fantastic adventures surviving crevasses, sudden and violent storms, and almost shipwreck, to somehow meet up and continue the journey up the west coast of South America, through the Panama Canal and back across the Atlantic to the UK. 20,000 miles in an old Pilot Cutter, with a scratch crew and a sextant for navigation.

He wrote his first sailing book about this voyage in “Mischief in Patagonia”. Over the next 14 years Tilman and “Mischief” sailed over 100,000 miles, including voyages to the Southern Ocean to attempt to climb unnamed and unclimbed peaks on sub-Antarctic islands, and many voyages to West Greenland and Baffin Island. “Mischief” was lost at Jan Mayen Island in East Greenland in 1969 after being holed by ice. Tilman



worked furiously to try and save “Mischief”, but a pump failure whilst under tow led to her sinking. Tilman bought another Pilot Cutter, the “Sea Breeze” and continued to sail climb and write about his adventures. In 1977 he was aboard the “En Avant” as navigator, when the ship disappeared with out trace en-route to the Falkland Islands.

He wrote 14 books about his climbing and sailing adventures. I devoured these books when I first discovered them and have reread them numerous times throughout my life. Tilman writes with a typical dry British sense of humour. He was a man of his times, tough as nails, of few words. He was a misogynist, who had an absolute horror at the thought of having a woman on his ship. He writes with an understated manner describing storms at sea as a bit of a blow and losing Mischief’s topmast on a dark and stormy night as a minor inconvenience. He frequently had trouble finding the crew needed for ocean passages in a heavy boat and would often advertise for help in the newspapers.

Famously he wrote this: *“Hand (man) wanted for long voyage in small boat. No Pay, No prospects, Not much fun”*. Perhaps the part that intrigued me most about Bill Tilman was that he was doing all of this hardcore exploration during my lifetime. For some reason this resonated with me then, as if I wasn’t born too late to have amazing adventures in faraway remote places.

So, to finally get to the point of this essay, I recently donated the entire Tilman collection of books to the WBAQ library. This library is a stunning collection of wooden boat books and adventure stories, and the lovely Anne Tennock takes such wonderful care of it. I think some WBAQ members will enjoy these books as much as I do. Please go check them out.

NIGHT GAMES IN A BAR FROM 1976

Stan Wood

I am writing a few memoirs for my grandson, Henry about some lifetime adventures in wooden boats as well as some wild rides in sea rescue boats over four decades [1976 to 2016] I want him to appreciate the lifestyle and “have-nothing” circumstances of children in the post war years, 1940 to mid-1950’s The yarns are in no special order. I thought that if the editor, Ian Primrose saw fit to publish them, some wooden boaties might get a laugh or two. I just dwell on an incident and the memory of such is so clear, I can write without a pause.

I joined a sea rescue group in Caloundra in early 1976; the unit only formed the previous year. Base was an old derelict building previously used by Van Sleeve, a shipwright with a yard and slipway on the sea side of the Tripcony ramp. We used the wooden public jetty, now long gone. At meetings we sat around the “Roundtable” which was in fact the rectangular and cambered cabin deck of a local trawler which had the whole cabin structure wiped off in a big bar crossing.

Initially we had a Hamilton jet boat, Hamilton jet powered, as jets were the established belief to work in shallow waters. Experience showed me they are hopeless tow vessels no matter their size for their power plant and weight. Even today some sea rescue units still persist with them. Next came a “Surf Chariot”, a jet powered eighteen footer. It had a fine entry, a very deep V hull and a huge bulbous foredeck to shed solid water. A Ford V8 Cleveland, marinized, sat amidships below a self -draining cockpit. A high coaming surrounding the engine well, preventing the bilge from flooding with shipped sea. All crew positions were standing only, including the helmsman with a centrally braced back rest. Panic bars were all about and power application was by foot throttle

We were all in our thirties and I think the motivation for providing a sea rescue service was secondary for the



need for mateship, precise helmanship and sheer excitement in white and blue water. Sheer fright and fear in a big bar had your leg shaking uncontrollably if you lifted it off the cockpit floor. The main play activities included "Holding Position" which involved maintaining a stationary position in the heaviest break you could find in a bar. Occasionally we would all end up in a heap on the cockpit floor with the impact of the breaking sea. Apart from silly games like crossing the bar in reverse we had the one where the boat was run in a shallow break of which the depth was difficult to determine. Loss of nerve on the foot throttle would ensure a grounding and never-ending ribbing for the unfortunate culprit on the wheel.

Night training was an integral part of sea rescue life. A night exercise, pre G.P.S. sometimes took this format. A brave member, in their own vessel, would position his boat well off shore after evening. Lighthouse staff would fix their position with their long range radar. This relayed position was then fixed on a laminated chart at the base. Once a magnetic bearing and distance from the bar to the unlit search target was established, Speed and Time were decided on the measured distance once the bar was crossed and sea conditions considered.

Now all these calculations were done in your head according to the following table, also in your head.

e.g.

10 knots – 1 nautical mile in 6 mins i.e. .1n/mile
(200 yards) in 36 secs.

15 knots – 1 nautical mile in 4 minutes i.e. .1n/ml in
24 seconds

12knots- 1n/ml in _____?

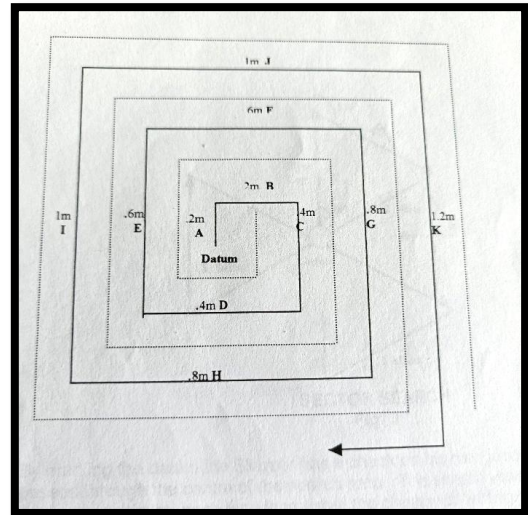
20knots-1n/ml in _____in?

25 knots- 1n/ml in 2 minutes 30 seconds approx.

i.e. .1 n/ml in 15 secs approx. 30 knots

If the unlit target i.e. Datum was beyond sight on reaching the E.P., a search pattern for a single search vessel was employed, the most common being an Expanding Square Search with Distance Time, Speed, an on board calculation. Boat speed {conditions} visibility,

search light reach, target size, drift direction were at the skipper/ helmsman's judgement.



The first sweep of the track is the major cardinal direction closest to the likely drift direction. Each successive pair of tracks are increased by the length of the first two sweeps. Track-spacing is the length of the first two sweeps. So for a track spacing of .2n/ml (400yds) a search light would need a reach better than 200 yards under prevailing circumstances.

This sample might be the track for say an unlit dinghy at night in reasonably smooth waters with a reasonably defined Datum. All course changes are 90 degrees to starboard. You can calculate the time for each sweep of this track in your head and record same. In actual practice I would "round" off the time for the initial legs and use that as an add-on for successive legs providing speed was unaltered for sea state.

Draw a square search pattern for a "Man Overboard", flat sea, good visibility, day time, line of sight 100 yards - say 20 knots (around 20 knots to say 20 seconds for .1n/ml.

Of course if we could see our 1976 course line on a GPS of today and compare it to the contrived track it would look like a dog's breakfast. Next yarn, Henry will about towing over a bar in the dead of night and how on one occasion it went terribly pear-shaped; we nearly lost a life.

Stan Wood.



THOUGHTS ON AGING



***"YOUTH IS WASTED ON THE
YOUNG AND MONEY IS
WASTED ON THE OLD."***

JUST FOR FUN...

***DID YOU KNOW THE FIRST FRENCH
FRIES WEREN'T COOKED IN
FRANCE?
THEY WERE COOKED IN GREECE.***

BONUS JOKE

Two blokes hired a rowing boat to go fishing and one caught an enormous fish. He got out his pen and put a great big cross on the bottom of the boat.

"That's so we know where to come to catch big fish next time"

"You idiot! Next time we'll probably get a different boat"

**WHAT HAPPENED AT THE
LAST MEETING**

Holly Lambert from Redcliffe Coastguard gave us a talk about the job they do and the impending amalgamation into Marine Safety Qld.

At Redcliffe they have 6 boats in their fleet and run a radio room. They are tasks with medivacs from Tangalooma.

She emphasised the importance for safety to:

- Plan your trip
- Tell someone
- Log on and Off
- Check weather and tides
- Check your vessel
- Have safety equipment
- Wear lifejackets

Emergency Channel is VHF 16 and working channels are VHF 73 for northern bay and 81 for southern.

Under the Marine Rescue Qld there will be an emergency call centre on 131 677 or 131MRQ. The transition to MRQ is expected by year end. It will fall under the management of Qld Police but be separate from them and will still be staffed by the same volunteers.

The good news is that you won't have to be a member and a rescue won't cost you money.

The **Coastguard run licence courses** for marine radio – the Next is August 8th at Redcliffe at a cost of \$180.

Jon brought in the lovely Roe, the subject of his earlier writing, for all to see. It is a magnificent little boat and it could be yours with the right offer.

The tools of Trevor found new homes.

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 0432613



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
July	S,M	Friday 17 th - Monday 20 th , Southern Moreton Bay camp weekend, incorporating the Flinders Day celebrations on Coochiemudlo Island.	19 th Flinders Day Coochiemudlo Is. also QCYC Gaffers weekend
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.	15 th Point Talburpin Family Sailing Day
September	S Cook	Saturday 12 th , Sail Day Shorncliffe, Ht 2.17m at 1013hrs. Sunday 13 th , 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 Tiplers Island.	1 st – 4 th Oct Down the Richmond River- See below S,M,P
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.

SAT 18th July
Then.
Flinders Day
19th July

Launch Victoria Point Friday 17th Sat 18th Sailing on the Bay
Sunday 19th go to Norfolk Beach for the re-enactment of Flinders landing late morning .
There is a market too.
Sail on Monday Join in for all or part of the Program. Contact Phil to join in.

1st – 4th October
Motor
preferred / Sail
perhaps /
Paddle or row if
you are fit!

RICHMOND RIVER RAID 2026 – Proposed Itinerary (External event)

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. <https://richmondriverfest.com/> 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 1st October Lismore to Coraki

Friday 2nd October Coraki to Woodburn

Saturday 3rd October Woodburn to Broadwater

Sunday 4th October Broadwater to Ballina

INFORMATION: RAVIN CORVID 0419 502 285

Ravin Corvid ravincorvid@gmail.com

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

WANTED - PROPELLER I'm looking for a propeller for a steam boat.

Max 270mm diameter. 3 blade or preferably 4 blade. As much pitch as possible.

19mm shaft but not critical. L or R rotation. **RAVIN CORVID 0419 502 285**

Ravin Corvid ravincorvid@gmail.com

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



MIRROR 16 – GIVE-AWAY

A mirror 16 that I will donate to a good home if anyone is interested.

The mirror belonged to, and was built by my father in the late 70's - early 80's. The mirror 16 requires some love and paint and has always lived in a shed. The sails, three of, number 196, are in perfect condition and have been stored in their original sail bags within a vermin proof receptacle.

The trailer is not roadworthy. If anyone is interested I can be contacted by email or phone 0408 997 643. The Mirror is located near Kumbia, 25 kms south of Kingaroy. Cameron Farr

cifarr10@gmail.com





FOR SALE – BOLGER YACHT “Shirley Valentine”

A reluctant sale of our Bolger Martha Jane balanced lug sail cat yawl. She has proven to be a capable vessel under sail, comfortable at anchor and surprisingly roomy for a boat of her size. Six water ballast tanks make her lighter and easier to tow and the trailer is in great condition featuring a unique launch & retrieval system. **Dimensions:** LENGTH – 23’ 6”, BEAM – 6’, EMPTY WEIGHT – Approx 1400 lbs, BALLAST – 500 lbs (Water) DISPLACEMENT – 2350 lbs, DRAFT – 7” (Boards Up), SAILAREA – 247 SQ FT SLEEPS – 2 Adults in 8’ Berths, DAY SAILS – Up to 4 Adults

[<https://youtu.be/orSLDokXGAs?si=SXWfQV65Arn9wGNY>]

[https://youtu.be/NgvGwVeVLWo?si=4wQuhv1_6u271M4M]

‘Built as drawn, Martha Jane should be self-bailing, self-righting, unsinkable, easily trailer able, and fast under sail. Contact Pete at peteteb@gmail.com or 0406 159 439 Located Terranora, NSW. (Moving to Victoria by August 1st. if not sold). Delivery negotiable. \$19,500



FOR SALE 15’ GREEN ISLAND SKIFF with walk-through cuddy cab

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



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