

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

THE LOG

"The folks that will survive the mental strain of the unforeseen future are those with a (wooden boat) project upon which to focus" anon

and

"So provision up, batten down hatches and take a reef, me Hearties! We're in for a storm, sure enough!!" anon



Coffs Harbour boat "Trinity" leaving the Urunga ramp

NSW PUTT-PUTT ADVENTURE

Photo by-Tony & Lyn Harland Story inside



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APRIL 2020

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Regular Meetings and Activities

Meetings are held at 7.00 pm on the second Tuesday of the month * following a BBQ at 6.00pm. Bring along your plans, projects and problems for group attention. Don't forget something for **SHOW, TELL & ASK**. The Committee meeting is held at 4:00 pm prior to the BBQ meeting.

***Until further Notice, Meetings are temporarily held at
Wynnum Manly Men's Shed
59 Granada St, Wynnum.**

Messabouts are held monthly. For details of these and other wooden boat events, refer to the calendar of events later in this newsletter

**MEETINGS SUSPENDED UNTIL
FURTHER NOTICE**

Sub-Committees

Messabout Calendar info@woodenboat.org.au

St Ayles Skiff Sub-committee

Steven Ainscough- Leader

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Provedores 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 : Ross O'Brien rowing
"Kelly's Woodyard" Bribie Passage
Dec2019**



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

FROM THE CAPTAIN'S CABIN

Jim Jones, President

As I sit here writing this contribution to the Log, I am astounded at how quickly our normal day to day activities, like what we did in February, have been completely turned upside down. Even with all our technology a microscopic virus has caused massive disruption to the human health and the world's economy. A newly identified virus has caused this outbreak of respiratory illness now called COVID-19.

It appears that we will need to bunker down for up to six months. The majority of our members are in the demographic which is more susceptible to complications from the illness. This is why the Committee have suspended all Association activities for the foreseeable future. As we have no organised activities planned, the Committee has decided to expand the Log and make that our main connection with our Members. As you can see, our Editor, Ian Primrose, has expanded the Log to just about double the size. I am pleased with the news from Ian on the response from the members for articles. I look forward to future issues with more articles submitted by Members. Instead of watching the tenth rerun of "Sound of Music," put pen to paper or fingers to the keyboard and write an article. Hats off to Ian for the extra effort this month.

Over the last few days there has been some confusion in the media as to what we can and cannot do on the water. Marine Safety Qld have published the details and it is quite clear. We, as individuals or in pairs, or as a family group can partake in a limited range of outside activities. We can do paddling, rowing and sailing for exercise, fishing, using the vessel as transport to get to and from work, where the work cannot reasonably be performed from home, get groceries and provide assistance, care or support to an immediate member of the person's family. These activities must still be conducted within the social distancing rules. Only two people may be on a vessel unless all the people on the vessel are family members living at the same residence.

John Tennock has set up a Forum as part of migrating the WBAQ web pages to a new platform. At present the Forum is being trialled by the Committee. If it

proves successful, I would like to open it up for Members to use where Members can communicate with other members, ask questions and post ideas.

Several of the Committee have had a couple of sessions of video conferencing using a application called Zoom. Zoom is a free video conferencing program that can be run through your web browser or a dedicated application. Zoom has the capabilities to conduct a meeting of up to 100 participants. It is not beyond capabilities of Zoom for the Association to invite all the members to a virtual meeting. This invitation would be sent to all Members by email. We will keep you posted.

I know everyone is missing our very popular "Heads or Tails" segment at our monthly meetings. Leo Sines, our Merchandiser Officer, has proposed that we conduct a raffle with a surprise prize from Leo's massive range of merchandise. Watch your emails or post box.

In the present economic climate I imagine that we will have a few members who, for whatever reason, will not renew their membership this year. To address this, I am proposing that we keep these Members on the email list, at least until the economic climate has returned to somewhat normal. This means that you will still get the web copy of the Log.

With the Brisbane City Council elections decided, I expect to see the money for the repairs at Argyle St sewerage system in this year's budget.

As we now been advised to remain at home as much as possible, a lot of business have set up on line or phone shopping with either mail delivery, home delivery or collect at the counter. The major supermarkets have dedicated Senior's hours of shopping and priority online shopping for Seniors. Most of the boating stores are offering free postage. However, there may be a minimum spend required. The free influenza immunisation is now available for people over 65 and certain other groups. Ring your GP to book an appointment.

We need to stay safe by limiting our contact with others for the foreseeable future. That sadly may mean other members of your extended family. It may be time to think about getting that tablet or iPad to keep in touch with the outside world. If you have any problems with this, ring one of your grandchildren for



advice and help or give me a call.

Jim

EDITOR'S NOTE

The Log for some, is the only means of contact with the Association. In this time of isolation without Messabouts and meetings, the Log becomes more important in keeping communication lines open and to provide a venue for sharing information amongst our members.

This is a bumper edition of the Log. We usually restrict the Log to 12 pages as that is the limit for posting to the handful of members who do not use email.

In these different times, the Committee has decided to disregard the cost of an additional stamp and produce a Log without limit.

However, if you get the Log by mail but are able to receive it by email, please let us know.

Without these limits, **we need your contribution** to fill the pages.

Tell us about a boat you have built or restored; about a special boating trip; a good website; or give some advice or seek help in the **SHOW, TELL & ASK** section. Photos are good.

The hardest part is starting- it's called "blank page syndrome". We all suffer from it but just put down:

- WHO – who did it
- WHAT- what you did
- WHEN-when you did it
- WHY – why you did it
- HOW-how you did it

Doesn't have to be of Shakespearian standard - Send it in and we will do the rest – that's what Editors are for. I, and others look forward to reading your story.

Ian Primrose, Editor

UNDER CONSTRUCTION

ROHAN WATT says: After shoulder surgery stopped building late last year, I'm recovering and finally painting the Water Rat. "Deb Bay 4", my second Water



DENNIS SMITH

I have built a kayak from scraps and off cuts, the plans are old mail order plans designed to be cold moulded or skin on frame 10' solo kayak

https://m.facebook.com/story.php?story_fbid=10216807312442192&id=1444788327&sfnsn=mo

Now offered for Sale – See Sales Section

COLIN PAROZ is building a Ply-on-frame 14' Pacific Dory that will eventually be powered by a 15 HP outboard. Bottom is now glassed and faired and it is now upright.

RICHARD JENSEN - UPDATE

I have been meaning to attend the meetings but life gets in the way, I hope to attend when they are restarted.

I have been given two wooden boat kits by an elderly friend who is disabled and now in residential care.

I have completed a "Nutshell Pram" and I am now in the process of constructing an Oughtred "Puffin".

BARRIE BAKER is building an extended version of Jim Ingliss design of his boat "Gert by Sea". He is using Jim's temporary frames but spacing them at 480mm rather than 450mm. As well, he is adding 200mm beyond the transom in the form of a small sugar scoop as an Dicko's *Black Magic* which is handy when pushing out from the shore it aids stepping into the boat. Length becomes 5m

He is also raising the gunwale 100mm to incorporate a small cuddy cabin as somewhere to sleep in on camp cruises. He plans to fit a cat rig sail of 14m2
Progress to date below:



LESTER SEARLE is undertaking a "Cabin Fever Amelioration Project": " I've started a Michael Storer Eureka Canoe. Photos soon". He says

IAN PRIMROSE has started a Chesapeake 17 LT (light) Kayak for something to do during social distancing.

LAUNCHINGS



BRAVO / ZULU Naval Flags meaning "Well Done"

David Golik has launched "**Honu**", his 31ft Wharram bridgedeck Catamaran in the Mary River at Maryborough. It's been a long time (if ever) that we have seen a member needing a crane to launch a boat.

This was a massive project and David is to be congratulated for bringing it to conclusion in time and quality. *More details next month*



Launching with a Crane – That's a first!

WEBWATCH
Go boating without getting wet!

https://www.youtube.com/watch?v=nG_E5luJB6o
Guillemot Kayaks - The whole process of making a kayak paddle from wood. Starting from cutting the wood through getting out on the water.16 minutes
If you want more detail you can view a series of 8 instructional videos here.
<https://www.youtube.com/watch?v=FbG6vIMbHtU&list=PLnPW0gzxQ0NiFPsZNEt0vxYc2ZZ86805J>
Thanks Dave M & Ed

Watch "This Little Mark May Save Your Sanity, Or At Least Your Material." on YouTube
<https://youtu.be/qZwyatDKYe8>
Thanks, Leo

Some handy uses for Masking Tape. Thanks Leo
https://www.youtube.com/watch?v=HgDB_I5NrV0&feature=youtu.be

**FREE & GOOD DEALS**

Small Craft Advisor is offering 1 year FREE Subscription to their digital Edition Link is here:
https://mailchi.mp/d9c797915b31/lmx1d17nu1?mc_cid=2461fa6da2&mc_eid=d18699b0ab

Off Centre Harbour are offering a US\$5 deal for 8 weeks giving full access to videos & articles. After the 8 weeks you can get annual sub for half price. Auto sign-up after 8 weeks but you can cancel. Usual full price is US\$49

<https://www.offcenterharbor.com/join-page-blog-5-membership-8-weeks-50-off-upgrade/>

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Good Old Boat Magazine

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<https://goodoldboat.com/MagazineDistribution/GOB131-SFRZE20d.pdf>

Afloat – Always free – always a good read

<https://www.afloat.com.au/>

THE HOUSEBOAT BOOK

The Log of a Cruise from Chicago to New Orleans

BY WILLIAM F. WAUGH

Free from Gutenberg org in various formats

<http://www.gutenberg.org/ebooks/44656>

48 Deg North Magazine

<https://48north.com/magazine/>

Latitude 38 Magazine

<https://www.latitude38.com/issues/april-2020/>

WOW! Here's a good one

Wooden Boat Magazine No 274 May / June FREE!

<https://www.woodenboat.com/free-digital-issue-woodenboat>

**NEW MEMBER
A HEARTY WELCOME TO:**

JOHN CROMBIE, of Yeronga – no boat (yet).

John heard about us through Carrington Boating Club and internet search

GREG McENERNEY of Gympie.

Greg is building a Ross Lillistone Flint rowing skiff.

It is 14'10" and will be powered by an electric motor that has been tested on a Mirror Dinghy that Greg once owned.

**NSW PUTT-PUTT ADVENTURE
March 2020**

Tony & Lyn Harland

**A PUTT-PUTT ADVENTURE ON N.S.W. BEAUTIFUL
MID-NORTH COAST RIVERS**

Over a one week period in early March this year, Lyn and I had the privilege of joining a group of putt-putt enthusiasts in exploring the picturesque rivers in the Coffs Harbour/Nambucca region of NSW. Over the years, driving between Brisbane and Sydney, and flashing over the numerous coastal NSW rivers on the highway, we've often said how good it would be to explore some of these interesting looking waterways. An invitation from WBAQ member Lex Baddiley to join a group organized by Lake Macquarie based WBANSW member Rob Hardy provided that opportunity.

Rob and his wife Fran have been organizing this annual outing for almost 20 years, with varying numbers of (mainly NSW based) putt-putt enthusiasts joining them each year. Queenslander Stan Wood has, for many years, been participating with his little Blaxland powered "Fat Albert", as has Lex with his lovely 20' double ender "Narnia". Bribie Island based WBAQ members Tom and Sue Malcolm were the other "first timers" this year in their diesel powered Ross Lillistone clinker launch "First Hope".

Simplex engines seem to be all the go with the NSW contingent, and Lyn and I were a little concerned that our now outboard-in-a-well powered ex-putt-putt "Evelyn" might be frowned upon by the purists. However, our fears were unwarranted, and Rob and his inclusive group couldn't have made us more welcome. Our little 4HP Mercury pushed "Evelyn" along at about the same speed as the other boats, and no-one, except perhaps ourselves, seemed to be bothered by the high revving noise emanating from our boat.

We were all based at a very well set up caravan park (cabins and camping) at a location called Mylestom on the north bank of the Bellinger River. This is a little



upstream and on the opposite bank, from the township of Urunga, where both the Bellinger and the Kalang Rivers enter the sea through a common mouth. The Nambucca River, 30 or so kilometres south of the Bellinger, bifurcates at Maxville into two arms – the Nambucca proper and a more southerly branch called Taylors Arm. Over the week we were to explore all four of these rivers.

Each evening, over a meal and a few drinks at either a local bowls club, a local hotel or in the well-appointed camp kitchen, a decision was made as to which river to tackle the following day.

Most of the group travelled to Mylestom during the Sunday with a view to exploring our first river on Monday. However, having woken to a day of set-in rain we decided to take the opportunity to explore the local area – by car. By Tuesday morning the weather had cleared sufficiently for us to embark on our first river outing. We chose to launch at a very good ramp at Maxville, and at about 10am headed up Taylor;s Arm. After a couple of hours steaming through delightful countryside in an ever narrowing river, we gathered for lunch at a lovely grassy area where a local farmer has donated part of his property as a park, set up with picnic tables and toilets etc.. With all these rivers, we proceeded upstream more-or-less to the limit of navigation (for putt-putt at least), and were able to moor against clean grassy banks in idyllic rural or bush settings.

On Wednesday, we opted to launch at nearby Urunga and proceed up the Kalang. Once upstream of the Pacific Motorway Bridge we entered some strikingly pretty country with steep forested banks that included stands of hoop pine. As the river narrowed, it opened out into very pretty dairying country. We again stopped for lunch on a grassy bank before returning downstream in the afternoon.

Thursday saw us launching at a small ramp close to the caravan park at Mylestom, this time to steam up the Bellinger to a beautiful, secluded spot just short of the town of Bellingen. Here, the fresh from the recent rains was fast flowing over what, at lower water levels, would be stony rapids. We set up for lunch amid the casuarinas on smooth river stones, once again with the boats tied up against the bank. At no point in any of these outings did anyone need to get their feet wet (or muddy) at the lunch site.

On Friday, it was back to Maxville to tackle the Nambucca proper. Again the countryside was spectacular- mostly dairy country and forest. As with all these rivers the views improve as the river narrows and meanders. This time, we pulled up against a high grassy bank in dairy country, with some crews electing to lunch on board rather than scramble up to higher ground to boil the billy among a herd of inquisitive cows.

For something different on our last day on the rivers, it was decided that we circumnavigate Newry Island, a large, partly rural, partly residential island in the Kalang not far upstream from Urunga. We again launched at Urunga, and after an hour or two circumnavigating the island, stopped for a lunch of fish and chips at a waterfront café under the rail bridge just upstream of the launch point. This was followed by a run downstream to the Bellinger/Kalang bar and back to the ramp, It was then back to camp to pack up for an early departure on Sunday, and yet another convivial evening of food and drinks in the camp kitchen.

All in all, this was a most rewarding week, spent in beautiful scenic country and among wonderful people. Lyn and I really hope we will be able to join this happy group again next year. We certainly recommend this region as ideal “cruising” grounds for anyone with a trailerable displacement motorboat. During the whole week (other than when close to Urunga) I don’t think we encountered a boat other than those in our group. An 8 knot speed limit in nearly all upstream areas guarantees a peaceful environment free of fast runabouts, jet skis etc..

Tony and Lyn Harland



At the Taylors Arm lunch site



Lex and crew Fred, taking it easy on "Narnia"



Stan and Heather Wood in "Fat Albert"



"Make believe" putt-putt "Evelyn" on the Nambucca



Lex's "Narnia" at lunch on the Kalang



At the Maxville launch site



Lunch on the Nambucca



Lunch on Taylors Arm



"Planning" meeting at Urunga bowls club



Lunch near Bellingen



Pulled up for fish and chips at Urunga



The Bellinger at Mylestom



Tom and Sue Malcolm's Lillistone launch "First Hope"

THE SAILING KAYAK

By Darrell Spiers

I have had a Jim Mechalac designed double kayak that I made 6 years ago living happily in the garage hung from the rafters. In this period, it has been used only 3 times, as I prefer to use the smaller version of the design called **TOTO** a single kayak by the same designer.

To hopefully get some use out of this craft it has been converted to a sailing kayak using the training wheels that I now use on my sailing dinghy **FOMO** for stability and a mast off a sailboard together with a 4 Sq m sailboard training sail.



The first task was to reinforce the hull to take the stress of the mast and also allow the crossbeam, for the floats to be attached to the hull. This consisted of installing two 12mm ply part bulkheads into the hull. The first photo shows these and how the crossbeam supports the mast and how the crossbeam is lashed on the deck of the kayak. The floats are designed to be level with the water surface until the craft is heeled.





Next step was to design and install a leeboard for windward work. As this design has a vertical panel on the topsides a swivelling leeboard with a handle for control was fixed to the craft via a large s/s bolt to an internal timber block that has a matching s/s nut epoxied within. Once again refer to the photo for details.



A swinging rudder was constructed and mounted on the flat vertical transom using homemade gudgeon to save money. Control of the rudder via a crosshead and a very long tiller extension, back to the cockpit. The black elastic strap shown in the photo is to stop the tiller extension from being washed back, out of reach.



From the final photo you can see the sailboard rig on the unstayed mast and the mainsheet attached the end of the wishbone boom and running through blocks to a strong point on the rear deck.

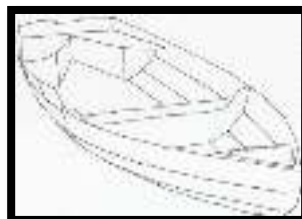


One could say all the above is just untried ramblings of a boatbuilding addicted QWBA member as the kayak has not been for its first trial yet. Only time will tell if my ideas will work when she is relaunched.

STATS:

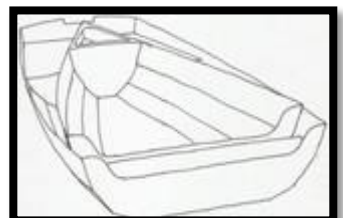
**LOA= 4.70m BEAM= .75m
BEAM WITH FLOATS ATTACHED= 4.0m
SAIL AREA= 4.0 Sq m**

**CURLEW – A MADE-TO-MEASURE
NESTING DINGHY**
By John Tancock



Towing our little caravan back from a delightful bird-watching weekend at Inskip Point, my wife and I pondered the possibilities exploring along secret and beautiful waterways

equipped with both a caravan, AND a boat. The idea gradually developed that this was a practical and complementary alternative to a trailer sailer. For practical and legal reasons it had to fit inside the caravan. We also wanted the most boat we could get within that limitation.



The first step was a concept sketch to get our thinking clear. It was enough to convince us that nesting would allow us to build a boat that would fit inside the



caravan, but would also be big enough for practical use.

I was keen to try my hand at multi-chine, stitch-and-glue construction. Listening to other's stories I decided that the break amidships, and the multiple chines, could make it very difficult to get fair curves. A paper model gave some assurance that all the panels would pull together to a reasonable shape.



I decided to use a rigid building frame to ensure the correct curve on the bottom panels to provide a reliable starting point. I made the frame dead straight, and used scrap packing pieces to create the required curve.



I was a bit concerned that it might be difficult to control the curve transition between the bottom panel and the bow, so included a 'stem web' to ensure the correct relationship between the bow, the bottom and the first bulkhead. This all came together quite well.



Not having the luxury of 'proven' plans I assembled the panels several times, just to make sure.



Sooner or later you have to commit to the epoxy! This made her sufficiently rigid to test out the 'fit' when nested.



I had particularly wanted to cut the panels and construct the two halves separately to confirm that careful design, precise measuring, and accurate cutting, would deliver fair curves, even in a break-apart boat. When it came to fitting the gunwales it seemed prudent to laminate and fit them as a single length, and cut them after the epoxy had cured.



The time came when we loaded her into the caravan, and took her to the water. Nested, she is just about a perfect fit and really could not be any bigger.

Technical details -
after finishing, painting and launching.

Forward section = 14kg Aft Section = 24kg
TOTAL = 38kg

LOA = 3106mm LOA (Nested) = 1685mm

Beam = 1372mm Nominal Draft 121mm

Overall height 486mm

Bulkheads, bottom and seat tops all 6mm ply. Side planks 4mm.

Pdf files are available of Study Plan (free) and Construction Plan (\$75.00), from john@tennock.com



Now it was time to test the system we had devised for joining the two sections together.

THE WRIGHT BOAT HOIST
By Ed Elcock



Everything worked fine and we were ready for our first (secret) launch. Finally we had to check for stability if we need to stand up to cast a fishing line or take a photograph.

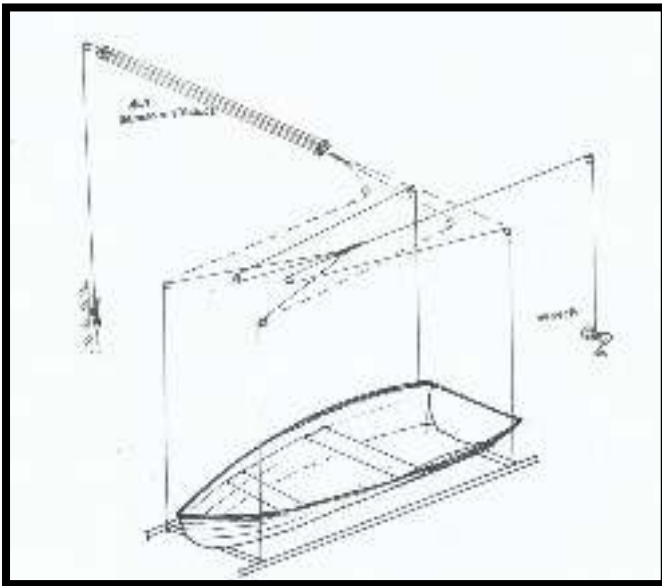
Back in the September 2015 Log I issued an open invitation to join me for a visit organised by the Alternative Technology Association (now known as Renew <https://renew.org.au/>) to the home of Ian Wright, one of the current principals of Norman R. Wright and Sons of boat building fame. The primary purpose of the visit was to see and understand the sustainable features of Ian's house, but a secondary



attraction to me was I thought I might see some of Ian's wooden boats. I was not disappointed.

If you missed the visit, you now have a chance to get a remote look at the house by getting hold of a copy of the current edition of Sanctuary magazine (issue 50), published by Renew, available from newsagents or your local library. There is an article on Ian's house commencing on page 58. While some of Ian's wooden boats show up in the photos, you won't see anything of the ground floor workshop which had several small wooden boats hoisted to the underside of the upper floor.

I have at various times had occasion to hoist small boats up to garage or workshop roof framing for storage. The methods I have used usually consist of lifting one end at a time, with systems that tended to be complicated to some degree. I was therefore very interested to see Ian's method.



In summary, Ian's method consists of four lifting ropes, one at each corner of the load, (usually a cradle the boat is sitting on) each up to a pulley above the lift point fixed to the underside of the supporting structure over. The four ropes are then collected (via additional turning blocks as necessary) and joined into one rope and a mechanical advantage is applied to that rope. The general layout and direction of pull of the final single rope suits the particular site and the mechanical advantage can be a block and tackle arrangement, or a winch. The only photo I have does not show the full system, so I have attached a rough sketch. The hoist can be used to lift a small boat off a trailer or roof rack, then later lower it back down. The

advantage is that as the boat is lifted and lowered, it remains horizontal. The system is so elegantly simple it makes me wonder why I didn't think of it myself.

CLEAR SKIES TO NORFOLK ISLAND

Story & Photos by John Tennock

I must have been in my late teens, living in my home town Auckland NZ, when I saw an advert in the paper by someone wanting a crew to sail to Norfolk and Kermadec Islands. I wrote away, in those days before email, and soon received a reply saying that, if I could be in Whangarei by a certain date, with 20 pounds cash, I was on.

The boat was "Clear Skies" owned and skippered by Jack Burdett. She was a very roomy, solid 38 foot kauri ketch. Jack was very experienced sailing the coast around Whangarei and, apparently, owned some land on Cavalli Islands where he ran some cattle. He used Clear Skies as a tug to tow a barge to bring the cattle to market so she had a pretty solid diesel engine. Our crew of four (including the skipper) spent a couple of days provisioning and motoring down the Whangarei River. Overnight we tied up alongside the schooner "Kotiti" of whom more in a separate article, at the Marsden Point Oil Refinery wharf. While there we had a look over one of the oil refinery's new, ocean-going tugs. A pretty impressive vessel.

Next day we started making our way up the coast, mostly under sail, as we familiarised ourselves with the boat. We took our time and anchored overnight in some of the most beautiful locations imaginable. Tutukaka, Whangaruru, and Whangaroa spring to mind. Once we left Whangaroa we were officially on our way and did not make port again until we reached Norfolk about a week later.



Clear Skies – Sailing up the coast of NZ

The original plan had been to make three legs of about one week each to Norfolk, then Kermadecs, then back to NZ. With our slow start and the time we actually spent at Norfolk, there was not time to include the Kermadecs but we had any amount of sailing to satisfy us. The weather was good and we took some time experimenting and working out watches. We tried having two on-watch for four hours each with two hours as lookout and two hours steering. Then the one steering went off (to sleep if at night) and called the next one to come on as lookout, and the current lookout took over steering.

Theoretically this was the fairest and safest but we found ourselves getting tired and with the conditions so easy, it seemed safer to make sure we were all getting enough sleep. We changed the rotation so that one was on watch for two hours alone, with a nominated standby if he needed a hand on deck for any reason at all, which happened only very occasionally. This worked very well but meant much more time alone at night which proved to be a deeply spiritual experience. Also much more alarming alone at night, in the middle of the ocean, when a dolphin “coughs” right behind you, or a flying fish crashes onto the deck. The wind ranged from being practically becalmed at times, to a pretty stiff breeze but nothing too scary or dangerous.



Clear Skies – The ocean breeze

We had ample opportunity to try many different sail configurations including a try-sail on the mizzen mast, and various combinations of head sails. Now I was starting to learn some of the finer considerations of things “not to do” other than not being plain stupid. There is nothing like being alone in the ocean to instill a great sense of responsibility. The nearest I came to doing any damage was when helping re-reeve the jib sheet. We had a high footed jib with hardwood sheet blocks attached to the clew with strops. Somehow one of the jib sheets ran out of the block when we were in a stiff breeze. I tried to hold the block while another of the crew re-rove the sheet. It very nearly broke my wrist and, when I let go, very nearly broke my head. Lesson – don’t handle a flogging sheet block. Get on the other tack to stop the sail flogging, then fix the sheet.



Soon after we left Whangaroa Harbour Jack got out his sextant and confessed that he hadn't actually done any celestial navigation since he had flown freight sorties in WW2, but he was confident he could remember it OK. After a week "on passage" Jack advised that, if he had the navigation right, we should see Norfolk Island next day and, sure enough, it turned up dead ahead. Soon we were close enough to anchor in the lee of rather high inhospitable cliffs near Headstone Pt on the western side of the island, and try to figure out how we might get ashore.



Cascades Bay - Norfolk Island

The sea was pretty calm and deep so we could get quite close to the rocky shore without experiencing much wave action. Two of us took the dinghy and rowed in close. As the swell rose we were able to row into a rock pool and as it subsided we were left sitting there quite safely. We could find no way to climb the high, steep cliffs that characterise Norfolk Island so we reversed the process, rowed out of the rock pool when it was filled by another nice smooth swell, and back to "Clear Skies".

Even though Norfolk is only 5 miles by 3 miles we were a bit reluctant to weigh anchor again so soon after arriving trying to find a suitable landing. We were in the cabin discussing the options when we heard a shout and looked out to see a man agilely climbing down the cliffs we felt unable to climb up. We rowed ashore again to pick him up. He came aboard and introduced himself as Greg Quintal and explained that he was a descendant of one of the Bounty mutineers of the same name. Apparently Pitcairn Island had become too crowded and most of the population relocated to Norfolk but quite a few found it too big (at 5 x 3 miles?) and went back to Pitcairn. Greg's family was one of those that had stayed. He suggested we make our way to Cascades Bay where we could tie up to the mooring buoy used by the supply ship when it called. This proved to be good advice. We weighed anchor, sailed around to the north-east side of the island and tied up to a huge spherical buoy about 10ft in diameter. This became a bit of a liability at night when there was no wind or current. We drifted slowly away from the buoy until the line stretched taut which sprung us gently back towards it. Eventually we bumped it with a very loud Bonnnnggg!! and drifted off in the opposite direction to repeat the process. Not much sleep that night.



Clear Skies – Back at bay of Islands NZ

We were able to row ashore, land at a stone jetty and walk over the island to where we rented a beat up old Morris Minor so that we could get around to explore and do some duty-free shopping. Most of us ended up buying 36 piece Nortake dinner sets to take home. It was interesting getting them loaded into the dinghy and then aboard "Clear Skies" without breaking anything, but we managed. We had a few days exploring and re-provisioning, before deciding to start our return journey. Sailing back was uneventful, the memorable events being arrival at Whangaroa, our official port of entry, at night, under motor with a brilliant trail of phosphorescence in our wake and anchoring in the Bay of Islands overnight on our way south to Whangarei and the end of a fantastic sailing experience.

FROM AFLOAT MAGAZINE

"We're living in strange times and extraordinary circumstances require extraordinary decisions to be made. For the first time in 30 years of publishing, the April issue of Afloat will be available in digital format only. Sadly, too many of our major distribution points are closing indefinitely and those that may remain open will have reduced traffic. It's a very difficult decision as it is the first time we have missed printing an issue. In the meantime WE WILL PUBLISH the APRIL DIGITAL MAGAZINE on the Afloat website. We are

working on a redesign of the Afloat website to allow for more feature articles and reader engagement. So keep an eye on your Inbox for the occasional email alert. Afloat will restart the print version when the worst of this crisis has passed. We wish you, your families and friends, and your workmates well in these trying times. Look after yourselves and we look forward to better days ahead and hope you will join us when we once again publish AFLOAT in print. The Afloat office will operate remotely (probably from our boat) so stay in touch with us. Stay healthy "

The AFLOAT Team

SHOW, TELL & ASK

TELL: from Ian Mortleman:

I happened to be wandering through Paddington Hardware, lots of brass and interesting stuff where I came across what is a high window opener/closer. Made of solid brass it would make a nice boat hook.

Insert a bamboo broom handle add a second screw for strength then French whip the other end. And you have a broom handle boat hook
Cost of hook about \$12... Bargain!!





SHOW: DAVID GOLIK – Not content with building and launching a 31ft Catamaran, (See launchings) David has built some stitch & glue canoe lights for his house.



TELL:

RON PRESCOTT – 2 STROKE OOUTBOARD SERVICING

Notice for all owners of 2 stroke outboard motors. In Brisbane, we are lucky we have a retired outboard motor mechanic who still works from a backyard shed. I have had my motors maintained by Peter for the last 10 years and am happy to recommend him to all our members who still use a 2 stroke motor.

At present he has a 3.5 Tohatsu for sale \$250.00.

If you have your motor serviced by Peter invariably you have to force him to take payment. I recently had 2 motors serviced by him and offered him \$50.00 which he refused I had to literally force him to take \$20.00!!

His name and address as follows; Peter Milo, 16, Cambridge Street, Darra- well worth the drive.

NEWS: WATER & CAMPING RESTRICTIONS

Seqwater has announced that, as from 26 March, all recreation areas at Seqwater-managed lakes and

parks are closed until further notice.

<https://www.seqwater.com.au/news/recreation-areas-seqwater-dams-lakes-and-parks-closed>

The Department of Environment and Science has announced the closure of all camping areas within Queensland National Parks, state forests and recreational areas, while governments have placed restrictions on access to some remote and indigenous communities.

<https://parks.des.qld.gov.au/park-alerts/17764.html>

THE MOANING CHAIR

Howard Chapelle was an influential American Naval Architect who wrote a number of books about American sailing craft. His seminal work, Boatbuilding, A Complete Handbook of Wooden Boat Construction, is considered a must-read classic for anyone getting into boat building.

Anyway, one nugget in the book is Chapelle’s description of a “moaning chair”, in the introduction to the book. In essence, a moaning chair is a place to sit and moan when a significant self-inflicted mistake has occurred. **JIM**

Send us a photo of your Moaning Chair – With or without The Moaner / Moanee.

Leighton meets Dorade
Story Lester Searle / Photos: John Jeremy – Sydney Amateur Sailing Club

It all started in 1943. Ted Searle was the 19 year old cadet on the British merchantman “Leighton”. Past her sell by date and making a leisurely pace she was advised by the convoy commodore to “proceed independently” arriving in Fremantle Western Australia with bare cupboards and a hungry crew. The Pilot and Harbourmaster hit the phones and farmed the crew out for a home cooked meal.



Your author's grandparents – who must have been down the social order a bit - got Ted the cadet – Ted met 16 year old Nancy Green and here I am!

Ted passed in 2005 and I realised if I was ever going to build that boat I'd better get started. Nancy passed in 2008 before I finished what she described as the yacht! Eight years after starting the build our Welsford designed Navigator hit the water. She could only have one name. My wife and mentor Paula painted the name board and included 4 full stops to represent Ted and Nancy's four children.

You know how it goes, some days you have crew, some days you sail alone and some days you borrow a crew from the admirers at the ramp and drop them back at the end of the day. In 2015 I met Merrill Barker at the ramp on the Macleay River on the mid North coast of NSW. "Thank You, but I can't go with you, I'm due back at my daughter's for lunch". Off he went back to his fishing mates. A short time later one of his mates came over and said "If you'll take him we'll fix it with the family".

Merrill and I had a lovely afternoon sailing *Leighton* together and as we chatted we discovered a shared paternal connection to the Merchant Marine. During the course of the day he invited me to bring the boat to Sydney for "Gaffers day", a Biennial rally for "Boats that raise a spar", hosted by Australia's oldest yacht club.

"Oh, no" I said. "That's a big do, too many big boats, Sydney Harbour! The Ferries! Finding a boat ramp! I couldn't". "Nonsense" said Merrill – "You're welcome. - I'll fix it"



Well, we did it. Most of my fears came true. I had to stealth launch from a little ramp meant for Kayaks right under the Harbour Bridge to avoid a long transit leg on our little trolling motor. The Ferries hurtled past, the chop grew and grew, I forgot to lower the centreboard, "*Gretel II*" was there, "*Nerida*" was

there, Bill Gale's "*Ranger*" was there, The Prime Minister was there in his Cousta boat and *Leighton* looked like "*Tom Thumb*" (Matthew Flinders survey vessel) rafted up with the big boats. The start line with more than 90 starters was an experience for a bush-living self-taught sailor and as the day went on two of the crew members were seasick (the chop, the chop!)

But we had a ball!! The Sydney Amateur Sailing Club treated us so well. We were presented with their Ensign for "being part of the day" and *Leighton* flies that Ensign today.

Come 2017 we signed on again. Paula created a second name board so we could start or finish on either tack. Yep, we take our racing seriously in "*Leighton*". This time Paula went with a sailing theme weaving sails and hulls into the letters. 95 boats lined up to sail 4 different courses. The Cousta Boats and Ranger class were away first but there was still plenty of excitement as we crossed the start line. Being a bit more experienced and with the boat better tuned, we had reefed early and were able to push on pretty hard as we tackled the first leg. No great shame in being passed by a fifty-foot yawl of extremely elegant proportion and worth more than my house. As she surfed past I read the name – "*Dorade*". Hmmnn, says I, there's a famous American boat called *Dorade*, guess they copied the name? As she lapped us a little later in the afternoon I read her Port of Origin, New York! Well, I'm not slow, I made the connection! My crew (Brother in law and Niece – the sturdy crew member from last time unavailable and the seasick ones wouldn't sign on) politely smiled as I tried to explain we were in the presence of greatness, Olin Stephens, Bermuda Race, yada yada yada.



Well, we finished this year but it's a big crowd and a long day so Merrill (crewing on "*Ranger*") and I didn't catch up in person. My crew and I sailed back to our ramp up harbour and I packed up and got the cover



on just as the rain started and darkness fell. Merrill rang to be sure I was OK and *I told him what a great day we'd had. He mentioned "Dorada".* Unbeknown to me she was guest of honour at that year's event and in Australia for the Sydney to Hobart race.

"Merrill", I said, "I didn't think I would ever clap eyes on her let alone sail alongside. It was a thrill, an absolute thrill". "For them" said Merrill! "for them! – They didn't know you could build your own boat".

Member, Lester Searle lives in Potsville NSW but he jumps the border with Leighton, his beautiful Navigator to join in our Messabouts, the most recent at Cootharaba. He frequently sails the Northern Rivers. Leighton is a much used and well-travelled boat.

😊 JUST FOR FUN!

100 years ago, everyone owned a horse and only the rich had cars.
Today, everyone has cars and only the rich have horses.
The stables have turned!

WHAT IS IT?

Don't Know? Answer next month



THINK ABOUT THIS 😊

***Too old for Snapchat;
Too young for Life Alert.***



SOMETIMES NATURE HAS A SENSE OF HUMOUR
From the Duckworks Facebook Site





CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2020

NOTE: Due to the wide range of boat sizes and types, and relative seaworthiness, it always remains the Skipper's decision whether to participate or not. Aim to launch & depart from ramps by 0900 hrs unless otherwise advised. All week long events have a "Plan B" to be Wivenhoe Dam or Atkinson's Dam. For last minute information contact the nominated organiser (listed below) or a Messabout Committee member: Darrell Spiers 3298 5394 Jim Jones 0408 443 291

If you are intending to go to a Messabout, Please advise the Host in case there are any last-minute changes (due to weather or other unavoidable changes).

Type of Event: P= Paddle, R= Row, S= Sail, M= Motor BB Big Boats Brackets () indicate possible but not reco'md

MONTH	TYPE	MESSABOUT	EVENTS
		ALL ACTIVITIES CANCELLED UNTIL FURTHER NOTICE	



COMING EVENT DETAILS

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

22nd April

BRISBANE RIVER MESSABOUT. Launch at South Brisbane Sailing Club Public Boat Ramp Orleigh Park West End.

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*

BRING / BUY / GIVE-AWAY TABLE AT EVERY MEETING – Clear your pre-loved items and transfer them to another more needy member. Mark items with name and price. No commission – free service! See Leo Sines – Merchandise Co-ordinator

WBAQ MERCHANDISE Identify your boat or yourself with WBAQ signage. Cloth Badges \$8; Stick-on labels 50cents. Metal Plaques MkII \$10. **BURGEES** \$15.

WBAQ Pennants – Dress your boat –just \$10

See Leo at the Merchandise Table at every meeting



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 3843 1422 or 0418 781 756 ejsines@bigpond.com

FIBREGLASS TAPE – Sold by the roll – 25mm x 50m \$12, 50mm x 30m \$\$20, 100mm x 50 \$40 – best price. Also

Bosch jigsaw blades – superior for cutting ply \$3 each See Leo

MODEL YACHTS Give your office that nautical feel by displaying a smart looking yacht. With no maintenance (except for occasional dusting), taking little space and no storage fees this is cheap boating! Leo has these fine yachts for sale for just \$50. For display – not for water! Ideal gift for yourself or someone else. Several different models available
Leo Sines 3843 1422 or 0418 781 756 ejsines@bigpond.com

Height 800mm x Length 600





2 items priced for a quick sale

- 6mm Bendy Ply 2400 x 900 only \$35 – great for decks and coamings
- Aluminium Mast 6.2m with Spreaders Good condition. \$150.00 Suits Lazy-E, Mirror 16 or similar **Phone Geoff Williams on 0418 786 636 (2)**

NEW ADVERT New handmade 11'4" (3.46m) wooden kayak strip built from various timbers weight is 22kg. suit smaller person up to 80kg or use as a display piece in your man cave. Built from 22nd December 2019 to completion 22nd January 2020. Timbers include Oregon, silky oak, swamp cypress, maranti, New Guinea Rosewood, Quandong, red cedar seat base and other unknown species. The hull is sheathed with fiberglass and all coated 4 coats of bote-cote epoxy then varnished. It is an eye turner and a beautiful piece of art. Open for swap or exchange, for good Mig welder, Painters Trestles & planks, or decent Table Saw. \$500



Green Island Skiff Hull ready to be completed.
(Trailer not included)
Phone Ian 0413 457 656
For Sale \$500 donation to WBAQ
Length 18 feet
Complete with full set of plans (4)



Eureka Canoe

15"6" 3mm Hoop Pine construction. Light weight. Unfinished ready to glass outside and paint.
Contact (1) Geoff Taylor 07 3345 7506. Free to an Association Member.

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Boatcraft Pacific (Advertisement)

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MAY AS WELL LAUGH ABOUT IT!

It was a quiet Monday morning in September 2053, when John awoke with a need to go to the bathroom. To John this wasn't just any ordinary day! This was the day he would open the last package of toilet paper his parents bought in the year 2020.

If the year 2000 was Y2K - Will the year 2020 be known as Y2-PLY ?

If the schools are closed for too long, the parents are gonna find a vaccine before the scientists...

We are about 3 weeks away from knowing everyone's true hair color 😬

That moment when you're worried about the elderly and realize that you are the elderly. 😬

To go to the grocery store , they said a mask and gloves were enough....they lied.....everybody else had clothes on!

Our cleaning lady just called and told us she will be working from home and will send us instructions on what to do.

