



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

THE LOG

Email: info@woodenboat.org.au
Web: <http://www.woodenboat.org.au>
P O Box 210
Mt Ommaney Qld 4074

SEPTEMBER 2022

SEA FEVER (*inspired by John Masefield*)
*I must go down to the sea again
To the lonely sea and the sky
And all I ask is a small shop
Where the dim-sims fry*

Michael Leunig



*Two Oughtred Designed Boats at Caloundra Messabout
Story inside*

Photo by Ian Primrose



Wooden Boat Assn Qld Committee

- **President** Jim Jones 0408 443 291
- **Vice-President** Jon Elcock
workshop@woodenboat.org.au
- **Secretary** Mark Fort
- **M'ship Secretary** Trevor Green 0409 696 679
- **Treasurer** Alex Malcolm 0474 307 626
- **Webmaster** John Tennock
- **Web content/ Publicity & Speaker Co-ord**
Malcolm Hodgen 0400 075 931
- **Committee** Ian Trail, Ian Primrose (Log Editor),
Jon Elcock, Doug Graham
- **Messabout Co-ordinator**
Darrell Spiers 3298 5394
- **Community Liaison Officer** Ian Mortleman
0413 457 656
- **Merchandise** Leo Sines
- **Librarian** Ann Tennock

Regular Meetings and Activities

A monthly Social 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. Until further notice, the Committee Meetings are held by video at 4:30 pm on the Monday preceding the monthly Social BBQ.

WE MEET AT

**THE BOATSHED, 39 ARGYLE ST,
ALBION**

WE ARE BACK AT THE BOATSHED

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

Sub-Committees

Messabout Calendar info@woodenboat.org.au

Provedores Ian Trail, David Payne

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 : "Chelsea" sailing at
Wivenhoe a few years ago**



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FROM THE CAPTAIN'S CABIN

Since my Report in the August Log the Association has conducted two successful week long Messabouts and a Spring Fiesta at the BoatShed.

The first Messabout was the Caloundra Week Messabout. Following the breakthrough of Bribie Island and the new Bar forming, there was some apprehension as to the continued suitability of Pumicestone Passage for our activities. Ian Primrose and I had a look along the Golden Beach section of the Passage after attending Bill Rowland's funeral.

A lot of visible debris has been deposited in the Passage which could potentially pose a hazard to our activities. The Northern section from the Power Boat Club has completely changed with extensive new sandbars.

As we had planned the Messabout to coincide with high tide during the midday period, we were able to explore the Northern section without the fear of being stuck on a falling tide. It was considered one of the better Messabouts weather wise we have had at Caloundra. We did not run the Russell Lanigan Trophy due to the uncertainty of unseen hazards.

The week spent sailing at Lake Cootharaba was also one of the better Messabouts we have held on the Lake with over 20 boats in attendance. An idea was put forward to arrange a block booking at the Boreen Point Camping Grounds. This may reduce the camping fees but would require an early commitment by Members to attend.

The Association and the three other Tenants at the BoatShed hosted a visit from the Lord Mayor Adrian Schrinner and Councillor David McLachlan on Thursday 25th September. The Lord Mayor, Councillor and other Council Officers inspected the repairs made to the building during the March flood. Reporters and Camera men from 7, 9 and 10 covered the visit.

The building of modules for the Mac Finch Library books is progressing with painting of the modules this week.

The Association's presence on Social Media is gaining momentum. There are 727 people following our Facebook page with 611 likes.

Two videos posted on FaceBook that were produced by Ian Primrose on Caloundra and Cootharaba have had a combined reach of over 1600 people.

In the last 28 days, over 2100 people have viewed a post and 1100 people have commented, liked or viewed a video.

Last Sunday we were invited to conduct a Sausage Sizzle at the VW Action Day held at Manly. The Association made over \$1600 profit for the day. I would like to thank Ian Mortleman, Ian Primrose, Phil Brown, Alex Malcolm, David Paxton, Harry Beauchamp and Chris Bollins for the smooth running of the day.

Jim

LAUNCHINGS



NAVAL flags meaning "Well Done"

JOHN WALDUCK from Kingaroy has launched his Oughtred Penny Fee. A build over 2 ½ years from a kit has culminated in a magnificent boat. The launching was at the Bjelke Petersen Dam, Murgon.





WEB-WATCH

Go boating without getting wet!

If you missed the Caloundra Messabout then you missed the discussion about the Bribie Breakthrough. Paul Hernes came across this video that shows the sand build-up at the bar.

[Pumicestone Passage at Golden Beach after the breakthrough on North Bribie Island August 2022 - YouTube](#)

NEW MEMBERS

A hearty welcome to:

Ms Leanne Stephens, of Wellington Point – Has a Suum cuique (each to their own) (Leanne's words) 10 ft built 1996, Twin dagger boards single timber mast and boom, sabot rig, strip plank hull. Leanne heard about us, not stated.

UNDER CONSTRUCTION

CHRIS BOLLINS is building a strip-planked Melonseed with plans by Chris Barto – the 16ft version. The "Whiskey Plank" is going in this week and then the fairing starts before glassing.

ALEX MALCOLM has started a Bolger designed BOBCAT.

NEWS

WBAQ IN THE NEWS

On Thursday 25th August, a news conference was called by the Council to explain their "Build Back Better" strategy following the floods. Lord Mayor Adrian Schinner and local Councillor David McLachlan arrived at the Boatshed with a bunch

of media supporters/organisers. There were two commercial TV crews – Ch7 and Ch 10. Out on the lawn in front of our workshop, the Lord Mayor spoke of the work that was undertaken to "flood-proof" our building. Jim was interviewed and there was a walk-through of all the areas. We provided a morning tea that was appreciated. Later that evening, there was footage on both channels 7 & 10 of the coverage with shots of our workshop.



Councillor McLachlan (Hamilton Ward) (left) WBAQ President Jim Jones and Lord Mayor, Adrian Schinner being interviewed



Jim guides a walk-through of the Workshop with Councillors and TV crews

Cr David McLachlan Hamilton Ward writes.. In my post-budget newsletter, I wrote about the allocation of funds to deal with the flood impact on the Council-owned boatshed leased to four boating clubs: the Breakfast Creek Boat Club, the Wooden Boat Association, the Brisbane Paddling Club and the Te Waka Taniwha Dragon Boat Club. The February floodwater went knee high through the entire building.

I was pleased to show the Lord Mayor Adrian



Schrinner through the facility now that rebuild and recover works have been completed. For future flood resilience and recovery, wall panels that were plasterboard are now in fibro-cement, all power points have been lifted well away from the floor, the doors are solid not hollow core, there are no carpets on the floors, nor cabinets at floor level. These are all things that can be done in any property subject to flooding.

Should Breakfast Creek flood again, these clubs will be operational within days not weeks, with a hose out and clean-up.

NEWS FROM MACLEAY ISLAND

Ian Kirk

Bruce Morris is moving from the island and won't have room at his new home for his Shimmy.

She's 12' long, sports a beautiful Aquacoat white exterior with clear finished interior and spars. She has the original sails and a near new 'sports rig' larger set. She has been optimised for the best sailing performance with the addition of a boom on the mainsail and the fitting of a daggerboard. There is also a 3.3 hp outboard and a good road trailer.

Tonelagee would also make an excellent camp cruiser.

Bruce can be contacted on 0421174883 for more details. (See For Sale Section)

Bruce has also generously donated the plans for a Ross Lillistone Water Rat kayak and the ply and some epoxy/powder for the build. The future of this project is yet to be decided by the Committee.

He has also donated some clamps for use in the workshop. Great as you can never have enough of those!

He won't be totally lost to sailing as he's now planning on racing radio controlled model yachts.

Ian Waller- Wilkinson has purchased an O'day dinghy with intentions of some camp cruising. Rumour has it that there's not even a thin veneer of ply or wood

under those many layers of resin and cloth.

Perhaps consideration should be given to creating a WBAQ 'Moving to the dark side award?' It could perhaps be called the Darkwaller Trophy.

Cheers, Ian K.

REPORTS

CALOUNDRA MESSABOUT 12th – 19th AUGUST *Story & Photos – Ian Primrose*

First let's talk about the break-through of the bar on Bribie as this was the item of most concern prior to this trip. It was thought to be "Paradise Lost" and it turned out to be somewhat true but we managed to make the best of what we had.



Looking out to the (new) bar from Golden Beach

The new bar is huge, cutting the island into North & South but worse is the amount of sand that had been deposited in front of Golden Beach. It is huge and it cuts the access to the Caloundra precinct and our favourite spots such as the Blue Hole. Yes, one can walk to "North Bribie" on a low tide. The Pumistone Passage is now not as we knew it. There is still a lot of debris in the form of Pandanus trunks in the water. These "hazards to shipping" are not being removed as they say it is a "natural phenomenon". Obviously these so-called environmentalists are not small boat sailors!



Friday night was the Meet & Greet at the Powerboat Club and 16 members enjoyed a dinner there.

Saturday 5 boats launched and got a bit of sailing in before rain stopped play. By 11am it was just too wet for it to be enjoyable so the boats were recovered and a tactical withdrawal made to drier places.

On Saturday night we met up at the Tavern for a meal with 20 attending.

Sunday heralded a most beautiful day and 10 boats hit the water for a run down the Passage to Lighthouse Reach. Tom Malcolm was in his putt-putt but all others were sailing boats of some description. Three of the Caloundra Boys joined us in moderate south-westerly winds that minimised tacking followed by a good tail wind on the home-run.



Monday – a few people had to go home but about half a dozen boats remained. Alex sailed to the northern part at a medium tide but had to motor back due to limited tacking room.

Tuesday – a magnificent sailing day with moderate winds from the right direction that allowed us to sail the passage to Lighthouse on a single tack with a good run home. Caloundra member, Rod Ramsay came along in his relatively new Oughtred Willy Tern “R & B” (short for rhythm & blues) with its tan lugsail. Ross O’Brien rowed the passage and back in his little tender “Kelly’s Woodyard”, beating us to the destination both ways.



Rod in R & B



Ross in Kelly’s Woodyard

Wednesday – an informal but high-level conference was held and it was decided to have a lay-day after looking at the wind blowing straight down the passage kicking up some whitecaps. Not a retreat, as such but a tactical withdrawal.



Rick O’Donnell’s Fulmar

Thursday- Ross O’Brien came back for another row as did Rick O’Donnell in his Oughtred Fulmar and Rod Ramsay (Willy Tern). The breeze started out well as we headed down the passage but it dropped out and turned glassy. Out with the oars to finish the journey to Lighthouse Reach. The breeze later picked up and there was a good run back where we met up with Jim and Darrell in Jim’s Mirror 16 that was sailing well.



Jim in Mirror 16

Overall a great week. Most members stayed at the Moorings that is now right opposite the new bar and



the accommodation is good. The boats were left on anchor between the ramp and the Powerboat Club. They bottomed out on the low tide but were available to us when needed due to a rising morning tide. It is disappointing that the change in the bar has limited access to all areas and annoying that the powers-to-be could have prevented the break-through had they acted early. The way it is now, it will certainly affect the draw of sailors, tourists and fishermen. And where will it end? It has not settled yet and the silting up is likely to continue. Perhaps it is really a paradise lost!



The Bar & North Bribie

Cover Photo: *Rick O'Donnell's Oughtred-designed Fulmar & Rod Ramsay's Willy Tern.*

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**BRISBANE RIVER
MESSABOUT
27th August
*Darrell Spiers***

Only one member (apart from me) fronted for the Messabout held on the 27th August from the ramp on Sandgate Road Breakfast creek to the riverside park, downstream on the Brisbane River. That member was Mack Hortin with his very nice American designed 18 foot crab skiff. Quick as a flash I asked if I could go along in his boat and leave my 12 footer on the trailer.



Let me tell you a little about the crab skiff. It is a hard-chine plywood design that was built by Mack to a very high standard when he lived in Victoria. It is an interesting sailing craft, but on this Saturday the rig was left at home so he could try his new electric auxiliary installation. This easy driven hull required only 3.5 HP to power an auxiliary, but instead of taking the easy option of a new four stroke petrol motor he chose to go quality electric.



An Electric pod provides the power

With a permanent pod motor to the starboard of the long keel. He has installed two high tech batteries under the thwart and an electronic controller for the whole system. Today's outing was an exercise to determine the range of the set-up.



Ah, the serenity!

We left the ramp on time 9.00 AM and had no trouble passing the barge working on the Green Bridge at the mouth of the creek. I was impressed with the quiet electric set-up as we were able to chat at normal levels. The riverside towards Hamilton has been improved with walkways and bikeways with areas for people to stop and rest. As we approached the Hamilton Hotel area we noticed that another River Hub has been built upstream alongside the existing ferry terminal with all the usual facilities just for us.



The next part of the trip is past all the high-rise apartments that have been built where the old wharves used to be. When you come to the end of the apartments you are at the area known as North Shore with a sandy beach, restaurants and toilets plus lots of live-aboard yachts moored in the river, no doubt taking advantage of these facilities.

We turned for home and retraced our path to Breakfast Creek. If you are interested in hiring an electric boat, the boat-hire place at Mercedes Benz hire them out by the hour. The last part of our trip involved going upstream in Breakfast Creek till we could see the Royal Hospital and a sign that marks the end of navigational channel.

The results of the electric motor range for the day showed that 2 to 2.5 hour use resulted in a 25% reduction in battery capacity.

SPRING FIESTA AT THE BOATSHED



Under the old Figtree

Although it was not quite Spring on the calendar, it was a spring-like day weather-wise under the big figtree at the Boatshed.

We were concerned that the Bridge to Bridge “Fun Run” (To put those words together is strange - “Fun Run” is an oxymoron – a real contradiction in terms) would interfere with our access but it was all over early.

46 members and guests arrived for a social gathering. Stan & Heather Wood came down from Caloundra; David Paxton came from Coochie; Good to see Life member, Ron & Pat Prescott who came along.

An inspection of the workshop and meeting room was conducted by those unfamiliar with it. Unfortunately Jim and Helen Jones could not make it due to a Covid outbreak at their place.

The main event was lunch. Mark produced a huge ham cooked and glazed by him. There was chicken, a huge variety of salads (the Greek one proving the most popular) and potato bake. All this was topped up by fruit cake and custard. No-one went away hungry.



Leo then produced raffle prizes. Darrell made and donated a wooden box and a couple of cutting boards as prizes. The lucky door prize went to Doug Graham and others collected (11 in all) wonderful prizes. It was great fun with a mix of joy and

minor disappointment. Bill Phillips chose a box made by Darrell as his prize

It was a great day with new old connections made and enjoyed. Thanks to the sub-committee who put it together and made it happen.



More of the fleet

Wild weather and waves greeted sailors on arrival at Boreen Point. Tempests to be tamed by the myriad of boats and skippers. Whitecaps tipping the water provided plenty of challenge for the first three days. Forces five to force six breezes pushed crews to reef and hold on. However the weather was fine and cool.

Rick O'Donnell's saying "you never get more than 3 days of high winds" proved to be valid and in the remaining days conditions eased until on the last morning barely a zephyr creased the lake.

The messabout was well attended with 22 boats on the water.

Some experimentation in sail plan and rigging was observed. An attempt to sail by a Catspaw boomless didn't go well and resulted in some interesting manoeuvres and sail shapes (did someone say washing line?). A pram was able to emulate a gunter rig. Three boats attempted to sail backwards, only to fail and stall, certainly stopping successfully. A colourful sail had a wash when the dinghy filled with water. A boat designed without a centreboard explored the far reaches of the lake, not wanting to waste time to go about.

**LAKE COOTHARABA
WEEK-LONG MESSABOUT
5th – 9th SEPTEMBER
*Alex Malcolm***



Some of the fleet



Ian Kirk sailing PUG reefed down

When the weather improved the explorers ventured out. Some opted for Teewah Landing while others went to Harry's Hut. *Mermaid* got jealous of the Honda outboard on the way and steered herself into some wire weed which entangled the propeller causing it to be fuming and stop due to overheating. Further punishing her skipper by making him row 5 kilometres to Harry's Hut for lunch. Followed by an ignominious tow to Kinaba by *Nania* piloted by tug master Lex Bradley.



Tow-time for Mermaid

On the Wednesday WBAQ 36 members and friends gathered at the Appolonian Hotel for dinner. The **Cootharaba Cup** was awarded to Ian Kirk for his great contribution in promoting WBAQ and mid-week sailing in Moreton Bay.

Thursday evening, crews and support teams gathered at the campground around a fire pit and reminisced about all the fun and details of boats attending, while being plied with a selection of nibbles to go with their drinks.

Most folk pulled out and departed on the Friday.

A big thankyou to everyone who came and helped make this Messabout memorable.



Fantastic reflections up the Everglades as Dennis Smith motors "Why-knot Wood"

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It was all hands to the BBQ from 8 am at the VW Drivers' Club Action Day at Manly. We arrived at 7am to set up the BBQ & gazebo and by 8am some folk were looking for a sausage breakfast.

The V-dubs started to arrive in all their forms from beetles to Kombies and in all levels of restoration from rust to concourse condition.



We had 2 boats on display to draw the punters close enough for the smell of cooking onions to compel them to put their hands into their pockets. The sausage flew out of the tent and we made \$1600 profit to boost the Association's funds. Thanks to the members who came from near and far to help on the stall. They were needed and appreciated in the production line.



FROM THE WBAQ LOG ARCHIVES 2005 THE SEAGULL OUTBOARD

THE BRITISH SEAGULL MOTOR (Revisited From the Log 2005)

With a couple of mentions of Seagull outboard motors in this Log, it is appropriate to include an article sent to me by Ian Primrose. It comes from John Vigor's Blog. Ian said that John's perceptive and honest writing shines through in this article about Seagull outboards although a member (or two) of the WBAQ might not agree! To test that view, I sent the article to our resident Seagull tragic Chris Treloar, who was kind enough to provide a detailed and considered response. So following is John Vigor's article then Chris' response – John Tennock Ed.

"The dreaded British Seagull" I'm still running in a new outboard motor I bought recently, and every time I pull the starter cord I'm reminded of how much outboard motors have improved over the years. My Tohatsu 6-hp Sail-Pro single-cylinder four-stroke is not as smooth-running as a silky 1975 6-hp Evinrude twin I once owned but when I compare it with that extraordinary Rube Goldberg device known as the British Seagull, I bless every engineer and designer who contributed in any way to the improvement that is evident on the evolutionary path from Seagull to Sail-Pro. For those of you lucky enough never to have had the misfortune to own or operate a Seagull, I

should explain that it was rudimentary in the extreme – a single cylinder containing a very sloppy piston, topped by a spinning disc allegedly making electricity for the spark plug. Tacked on to one side was a simple carburettor. The float bowl had a small button sticking out of the top that you pressed down with a finger until the whole thing flooded and overflowed with gasoline. A spreading rainbow sheen on the water around you was your signal to wind the starter cord around the spinning disc on top and pull like mad.

It was a two-stroke, of course, and you had to mix thick, gooey engine oil in with the gasoline so that the clunky bits inside received adequate lubrication. If I remember right, the ratio of oil to gas was 1 : 25, or about four times as much oil as modern two-strokes used before they were deemed unacceptably polluting. The Seagull was the ultimate polluting machine.

After you had flooded the carburettor, flicked closed the crude metal slide that served as a choke, and been hit on the back of the neck by the starter cord as it came off the disc on top, there were two ways to tell if the motor had started or not.

The first was a great gurgling roar, a noise fit to wake the dead. You could hear a Seagull coming from miles away.

The second was a great cloud of blue-white smoke rising from the water astern. That was the exhaust, which consisted of 50 percent burned gasoline and 50 percent lubricating oil just slightly singed by the bronze-age combustion process. The exhaust added its own smear of oil to the water around the stern, of course, though smear might be too whimpish a word to describe the fearful results of a Seagull's passage through the water. It was often said that you couldn't get lost if you had a Seagull. You just followed the smoking oil streaks back home.

With that much oil in the gas, the spark plug was bound to oil up and cease functioning every 20 minutes or so. The owners of Seagulls learned to carry spare plugs and they developed heat-proof horny calluses on their finger tips from removing red-hot plugs from the cylinder head.

To be fair, there were some advantages to the Seagull. It did make other people laugh. And you could throw it away in a fit of rage without feeling any sorrow. It made a dandy anchor, with all those bits sticking out".



Chris Treloar's humorous response: I find this article very interesting and would like to correct a few errors of oversight. I like Tohatsu outboards, they are my next favourite motor to the Seagull so I have nothing to find fault about them. This well-written article by John Vigor has grossly mis-stated a lot about the infamous

seagull outboard. He was so wrong about them running on 25:1, they actually run on 10:1.

For one, the bit about the oil slick is true. This was developed especially by the seagull outboard engineers to assist all those people in third world countries that had malaria problems to help to stem the breeding of mosquitoes.

The bit about the 2 stroke smoke is also true – it was a special ploy for the Normandy landings as it was a cheap and efficient way of putting up a smoke screen to fool the enemy. Hence the beginning of the idea for a stealth fighter. They were purposefully made noisy to fool the enemy that there were tanks and big machinery landing.

Anyway if it's too loud, you're too old.

As for the reliability, only specially trained special force commandos knew how to operate them so if they fell into enemy hands it would frustrate and fool the uninitiated into thinking the Allies weren't very advanced with their technology. Also the bit about the starter cord hitting the back of the head was actually a secret weapon of which the secret still cannot be divulged.

Now in all the years I have owned my Seagulls I have found them to be the absolute pinnacle of reliability, over the years mine has **never** let me down – I mean never ever. Except once (or was it twice) when the carby tried to fall off. Another time when the nut holding the flywheel on came loose and it tried to come off. Oh yes, the time when the mount for the fuel tank broke and I had to tie it on with a piece of rope. And of course when the water tube came undone and fell off the cylinder – but I continued on using the pee bucket as an emergency engine cooler by pouring water (not pee) over the cylinder. And not to mention the plug lead falling off numerous

times. Plus the clamp holding the exhaust coming loose and falling down. And the 2 bolts holding the gear box on coming loose and the gearbox tried to fall off. Ah yes, and the vibrations causing a shackle on the main sheet to vibrate loose and fall over the side and also something fell off the rigging once. I never did know what that was. But apart from these minor and completely forgivable indiscretions, the Seagull is absolutely reliable.



So I personally think if John Vigor wishes to ever try to say bad things about the mighty Seagull again he should contact me for proper facts.

Yours truly, **Chris Treloar**

ANOTHER STORY OF A AUSTRALIAN HEAVY WEIGHT SHARPIE

Charlie Hughes

“Renegade” Q 28



I have fond memories of my granddad teaching my brother and me to sail his 18 foot half-cabin boat Limlimbu. Granddad and Grandma lived on the foreshore of Moreton Bay at Cleveland and the boat was kept on a pile in front of the Haven. No tell-tails, sail handling was all done by watching the back winding of jib and main by adjusting sheets and light tiller adjustment. Horseshoe Bay and Bird Island (It eroded away as people cut down all the Sheoaks) were popular as were other southern bay islands.



On one occasion we even helped load bananas onto a barge at Lamb Island for transport to mainland and transport to original fruit and vegetable market at Roma Street.

As granddad's health deteriorated he made the decision to sell *Limlimbu*.



In 1968 he bought *Renegade* as our boat to keep our interest in sailing right up to this day. Nothing better than a broad reach with the parachute kite up with an experienced skipper, even though they are very forgiving boats. She was in a sorry state as all the red silky oak cockpit frames were broken. We believe she was built by Jack Clark boat builder, on the bank of the Brisbane River at Hawthorne, Brisbane in 1946 which means *Renegade* is now 76 years old.

I believe that some prior owner had cut elongated slots in these frames which weakened their strength. This is now eight or nine years after the introduction of the Australian Lightweight Sharpie (LWH). The weight saving would have been minimal and not worth the effort and negative impact it had on the boat's structural integrity.

The priority was to leave it as is, but to re caulk the bottom planks then paint the bottom with copper bronze antifouling as *Renegade* was to be moored permanently in the Brisbane River at Chelmer. After summer storms my brother or I had to swim out to her and bail her out.

The crew was Dad up forward, we all know how confined it is up there (45 year old), my brother (11 year old) on main sheet, Me (13 y.o) as skipper. After every Saturday race day I rang Granddad to inform

him how we went. This became more difficult after he had a second stroke.

What a great boat for a family to learn in.

After three seasons of racing at Oxley Sailing Club the time had come to haul her out of the river and start renovating her bottom. I was two years into my carpenters' apprenticeship so most weekends for the next four years were spent working on the upturned sharpie hull with my knowledgeable Dad. It just so happened Dad had bought five 8 foot x 4 foot sheets of 1/4in marine ply in the 1950s as he wished to build a 14 foot dinghy, which never happened due to the arrival of 3 children.

The renovation started in 1972 removing the planks and aforementioned frames and centre case. This is where we started on a different tack. Times were tough supporting a family a wife and three kids so we made do with what we had, so using the 1/4in marine ply for the new bottom was a perfect option. This meant an 8mm pine packer had to be glued to the transom, chines, keel and bulkhead fore and aft of the cockpit to keep the 14mm outside dimension correct. We also had access to some LWS plans (of this time) and we installed two spotted gum stringers per side as shown on these plans. Resorcinol glue was the glue we used and this has been remarkably resilient.

Steady progress was being made until the 1974 floods hit Brisbane. *Renegade* was still upside down under the house and as a precaution we loaded her upside down on to her trailer and wheeled her as far up the backyard to the rear fence. The flood reached her-upturned gunwales and 4 inches up the stem. We lost the forward bulkhead hatch to the flood water.

The next step was to glue the ply bottom on, this was a tricky job especially up forward with complex curves. Next was epoxy tape to chine, keel, transom and stem were completed and ready for painting. Two-pack rolled and brushed was not a wise choice due to the difficulty in maintaining a wet edge.



Renegade was rolled upright and positioned with temporary frames ready for cockpit painting.

We also made a timber box section mast but this was a failure. We



made do with an alloy LWS mast and mainsail to get us back on the river racing at Oxley Sailing Club for a few seasons.

With 2 friends as crew we had to launch at a public boat ramp 2 kilometres downstream of the Sailing club. We fitted a seagull outboard on the transom and headed upstream to the club. I'd go to the clubhouse to sign on, while 1 crew held the boat the other crew removed the motor and stored it in the shed. We then hoisted the main and got out on the river for final adjustments. On race completion the crew did the reverse of the pre-race procedure. I'd race up to clubhouse sign off, grab 3 beers and 3 hot dogs from the ladies committee. Back on the boat and head for the ramp under seagull power.

Three happy chaps after a pleasant sailing afternoon.

We won trophy money and put this to purchase 90mm diameter alloy section mast.

All halyards are run internally and feed to aft of the thwart to cleat off. Gaff, boom, and spinnaker pole are clear varnish finish Oregon. Sails (Manders Sails Brisbane) are a new gaff main, jib, and purple parachute kite and I still have a flatee and japara silk balloon kite.

In the late 1990 s I started her early 60 year restoration. This involved sitting her on saw stools installing props from top of keel to floor joists above.



This held her in place as straight timbers were propped under her where installation of new silky oak frames (red silky oak not available) were to be fitted.

This proved to be a very tricky job with two stringers each side. I made strong cardboard templates to make sure the stringers centred on the frame drain holes, once the templates touched the cockpit floor. Then new cockpit frames were cut out and shaped. The centre case and frames were positioned in place with thickened epoxy. Plywood has been epoxied internally in the forward and rear flotation compartments.



Epoxy saturated the complete cockpit area and then clear varnish finish was applied. It was then time to roll her over for total sand down ready for dynel fabric and epoxy with help from local mentor & WBAQ life-member, John

Morrison.

While still upside down, we moved her trailer under her and lowered her onto the trailer. **Renegade** was taken to the spray painter and the spray booth for a top quality white gloss two-pack finish. At this time she weighed 185 KG.

Photo: Renegade just out of the spray booth.



It's always great fun to take her out on occasions. **Renegade** sits on a hardwood trailer (maybe original) but we fitted new springs and axle and an excellent galvanised tilt system making launch and retrieval so easy.

I am now 67years old and enjoy being up forward, surpassing my Dad's 3year's stint and I'm enjoying it just as much.

After 54 years of our tender loving care it may not be strictly original but it is serviceable and still very enjoyable with a dry cockpit floor. She is very structurally sound. At 76 years old **Renegade** is in very good condition and ready to sail for many more years.

My plan is to build a new boat that I will be able to launch, sail and retrieve myself.

It is a very hard decision to make, but the time has come to finally place **Renegade** on the market. Renegade is extremely safe and structurally sound after 54 years of tender loving maintenance and enjoyment. For Sale \$12,000 ono

Charlie Hughes 0419 302 789 Brisbane

P.S There is an interesting article in Australian Sailing page 60 February 2002 about a local Brisbane resident who built a Sharpie in old fashion style.



IT'S HARD TO GET GOOD CREW – RICK HAD TO SETTLE FOR AN OLD SEADOG!



Rick Sutton sailing with his Crew!



JUST FOR PUN



She was only a whisky-maker, but he loved her still

THINK ABOUT THIS 😊

If electricity comes from electrons, does morality come from morons?

PHOTOS WANTED FOR OUR 2023 CALENDAR

We need photos for our 2023 Calendar, so start looking through photos of boats you have taken in the past year. Minimum size is about 3mb. Landscape layout is preferred. Send to imprimrose@powerup.com.au

BILL ROWLAND'S BOATS FOR SALE

I have sent 3 individual sets of boat photos, can you please give me an estimate on these boats and put them into your magazine. I would love to sell these as they are just sitting in the weather.

**Boat 1
NQ545Q**

- 15 foot long - motor runs very nicely but water pump is tight
- forward and reverse - trailer is in very good condition



**Boat 2 Couta Boat
Katie-L**

- 22 foot long -unfortunately motor has seized
- trailer in great condition (needs two tyres , we can supply and fit) - think there is sailing stuff in shed.
Has Clae motor



Boat 3

Ocean Dancer - 24 foot long - unfortunately motor has seized - jet seems to be ok Needs a lot of TLC
- Trailer needs new tyres



Mardi Green (Daughter)

0408 852 276 Located Gympie Area
Prices negotiable



WHAT HAPPENED AT THE LAST MEETING

Wayne Jorgensen gave a run-down on building oars. He favours Macron style that has a full and curved blade that he constructs using carbon fibre.

The blade is attached to a wooden shaft laminated out of three pieces of American cedar. (white cedar/ brown cedar??)

To make the blade he moulded an existing blade in fibreglass and used it to layup several layers of carbon fibre.

Wayne does not favour leathers but uses cotton string saturated with PVA glue that goes well through a Gaco rowlock.

For information on oars some references are:

John Delapp – 7' 6" Pleasure oars

Peter Culler – Spoon oars.

The oar you make will be better than the chunky store-bought oar. Best to make your own .

oooOOooo

Russell Cobine a volunteer from the Qld Maritime Museum spoke to us about the **PENGUIN A61**.

Russell did his time at the South Brisbane Dock as a shipwright and has now returned to volunteer his time.

The Penguin is a Thursday Island Pearling Lugger built in 1907 by a Japanese shipwright. It is part of the permanent display at QMM.

Unfortunately the Penguin has been neglected and the planks, structure and decks contain rot. Srrious restoration is required.

The first stage is to restore the frames and planking to the waterline.

The vessel is of "unique significance" and carries Unique Vessel I/D No 460689. All work is being done to Australian Maritime Survey Specifications. Part of the project is to document the lines

At present there are 5 dedicated volunteers doing the work but they are looking for more volunteers o share the load. So, If you are interested contact QMM and leave your contact details for Russell.

The PENGUIN is certainly worth saving. Its beautiful lines are well displayed in the QMM Grounds and it would be a shame if it is lost through neglect.



CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2022

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

IT IS STRONGLY RECOMMENDED THAT MEMBERS CARRY PUBLIC LIABILITY INSURANCE TO \$10M WHEN PARTICIPATING IN MESSABOUTS (OR AT ALL TIMES WHEN USING YOUR BOAT FOR THAT MATTER) YOU ARE THE SKIPPER – YOU ARE RESPONSIBLE!

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

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

MONTH	TYPE	MESSABOUT	EVENTS
SEPTEMBER	24 th P,M	Billys Bay Wivenhoe messabout	
OCTOBER	1 st P,S,M 15 th S,M 29 th	Around Coomera Island messabout HT 12.57 2.1m Contact Darrell for details Green Island cruise messabout HT 12.47 Pm 2.0m Breakfast Creek upstream Paddle messabout HT 11.52 AM 2.3m	
NOVEMBER	12 th P,S 26 th P,M	Wyralong Dam Messabout Oxley Creek messabout 10.58 AM 2.	
DECEMBER	10 th P,S,M 17 th	Brisbane River Messabout 10.49 AM 2.4m Enoggera Dam paddle messabout	
FEBRUARY 2023	10-13 th		Australian Wooden Boat Festival, Hobart



COMING EVENT DETAILS

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

MESSABOUT CO-ORDINATOR

Home 07 3298 5394
Mobile Darrell 0434 322 484
Mobile Penny 0412 072 418
Email drmlspiers@outlook.com

"SPARE" CO-ORDINATOR
Alex Malcolm 0474 307 626

24th September BILLY'S BAY on Wivenhoe Dam
Good ramp and picnic area for a day sail or paddle. Can get some fickle winds but still a nice place



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 \$5; Stick-on labels 50cents. Metal Plaques MkII \$10. BURGEEES \$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

FOR SALE “ SHIMMY – for sailing or cruising She's 12 ' long, sports a beautiful Aquacoat white exterior with clear finished interior and spars. She has the original sails and a near new 'sports rig' larger set. She has been optimised for the best sailing performance with the addition of a boom on the mainsail and the fitting of a daggerboard. There is also a 3.3 hp outboard and a good road trailer.

Tonelagee would also make an excellent camp cruiser. Bruce can be contacted on 0421 174 883 for more details.

MIRROR 16 “LULUBELLE” is back on the market and here is a chance to pick up an original vintage Mirror 16. Glassed on the outside. Completely reno'd Ready to go. Red sails, furling jib. Boat stored under cover. Reg'd trailer included. ~~\$3,500~~ – REDUCED TO \$3,000-Bill Johnson 0408 731 253 Located Yeronga (1)

wakmj.67@bigpond.com

FOR SALE Timber Sea Kayak \$550

The Yamba sea kayak designed by Sydney naval architect David Payne has length 5.5 m and beam 650 mm. With 650 mm beam the Yamba kayak has excellent stability, and is most suited to a paddler weighing over 75 kg. This kayak has been professionally built using Paulownia timber veneers to achieve uniquely light weight of only 17 kg. When built using conventional plywood the Yamba usually weighs about 24 kg. Paddle included. Located at Noosaville, call Bruce on 0405 385 194 to arrange inspection. (2)





RedFin 520 Trailer Sailer For Sale or trade for smaller open boat 14-15ft in length, with sail and rig that will fit within the length of the boat when not in use. Running Bear is in excellent condition with a new 4-stroke 2.5hp Parsun long-shaft motor. Approx 3 hours of running, still in warranty.
 Boat Launched 2010. Set up to sail single-handed, 2 or 3 on board ideal. Can be rigged, launched and retrieved single handed. Plenty of space in cabin for gear and a few beers or wine.
Price \$5,500 negotiable.
 I also require, and I'm happy to pay for, storage until it sells. I have a large tarp so it does not have to be under cover. We are moving to another house at Eaton's Hill which unfortunately does not have room for it in the yard.
 Contact: Geoffrey Fuller 0410 411 577



Power boat Cecil E Boden 'CRUISIETTE' 18ft
 18 ft power boat, built by cabinet maker, nearly new 50 Hp engine just service has done 27 hours. Depth sounder, VHF radio, life jackets and safety gear. Fresh water tank, electric bilge pump, S/S kitchen sink, twin batteries 70 lt fuel tank, navigation lights all on a 'top gun' aluminium trailer with all new springs.
 Boat and trailer are both registered, contact Jon for more photos and information \$15,000 ono (3)
 0413 945 377 jonelcock@optusnet.com.au



NEW! Boat For Sale. Lotus 9.2M Wooden Sailing Vessel, SV Pacific Moon. Registration No. QB704Q, paid until JUN2023 Designed by Alan Wright, NZ. Built 1980s. on Gold Coast. Double Diagonal strip-planked, sheathed Hull, Plywood Deck (requires repair). a. Sistered Keelson (requires repair). Steel encased lead-filled Bulb Keel about 1200Ks (requires repair). Yanmar MODEL 2GM20C S/N 00393, SD20 Sail Drive MOD NO. 1867, 0 hours, (requires installing). Allwood Sails (As per Sail Plan, New Main, Jib, Genoa in original sail bags). a. Second-hand jib, unknown maker. Manual anchor winch (requires installing). Stainless Bow roller. Plough anchor Fisherman's anchor. Henderson New Mark V manual pump Mast, Boom, Spinnaker pole, standing & running rigging (as is). Reefit System B roller reefing. Suunto Compass. Pioneer dinghy. Stainless steel tank for water or fuel. Collection of 240VAC tools, sundry hand tools. Sundry wooden boat repair materials Oil lamps. Library of boat books. Rudder. Sundry Boat fittings, pumps, rigging spares, sail track A lot of boat and gear for a Nominal price to clear (negotiable) but new owner must take over the lease of the boat's storage or move it. Located Victoria Point (3)
Ian Waller-Wilkinson 0411 677 714





FOR SALE - PUTT PUTT MOTOR

Details of motor:

"2 stroke Putt Putt Motor 3hp with Brass propeller
 Cast Bronze Muffler Ready to install
 Beautifully engineered
 Blaxland 5/8 Cone Clutch available if needed – by negotiation"
 Stan Wood
 07 5492 1752
torrielliwood@y7mail.com

(2)



Penguin Marine Engine

\$1,700

2 stroke 4hp Rebuilt Penguin 15 years ago. Filled with inhibitor and run regularly. Complete with clutch and handle. Rebuilt magneto by the late Les McKitterick. Bronze spanner to remove water jacket bowl, original propeller. Only clutch base plate missing - easy fabrication. Motor is in A1 condition with excellent compression. Suit putt-putt or any solid planked displacement vessel to 18 feet. An excellent light powerful engine.

Stan Wood 07 5492 1752 torrielliwood@y7mail.com



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Be sure to tell us you are a WBAQ Member to receive a 7.5% discount from Trade price

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 Shed 3, 7 Bartlett St, Noosaville 4566 Tel 0405 385 194 (call to check opening times)



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