

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

THE LOG

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JANUARY 2023

One of Pete Culler's favourite sayings:
"Mostly, boatbuilding is simply correcting one mistake after the other, and possibly the first mistake is to begin....but it's so much fun."



IAN KIRK IN "PUG" AT THE POINT TALBURPIN GATHERING

Photo by Leo Sines

STORY OF PUG IS INSIDE



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Jon Elcock, Doug Graham
- **Messabout Co-ordinator**
Phil Brown 0416 057 277
- **Community Liaison Officer** Ian Mortleman
0413 457 656
- **Merchandise** Leo Sines
- **Librarian** Ann Tennock
- **Log Editor** Ian Primrose 0401 120 888

Workshop

workshop@woodenboat.org.au

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 :
Sailing at Pt Talburpin Nov 2022



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FROM THE CAPTAIN'S CABIN

January is here again along with the sad news of people attempting to use their boats which are not suitable for the conditions or the conditions were beyond the capabilities of the skipper. In most cases the safety equipment was stowed and inaccessible to those on board when required. Conditions can and do change within seconds. An outgoing tide against a 20 knot onshore wind in a 4 metre tinny is a recipe for disaster. One benefit of our Messabouts is that we have a wide variety of experience and if in doubt the opportunity of asking for advice of other Members.

Over the last few months the Association have received donations of books and magazines that have a common theme of boating. The Library Team will be sorting these donations into various categories and collections. Undoubtedly we will end up with several copies of some of the books and surplus magazines. When this process is finished, there will be an opportunity for Members to expand their collection of reference books or complete collections of magazines.

Besides books and magazines, the Association is receiving donations of boat plans. These plans will be available for Members to study a particular design in great detail. As the majority of these plans have been used to complete a boat, the use of these plans would require approval from the Designer and a fee paid. However there are a couple of plans which have not been used to build a boat and those plans should be available for that purpose.

Also several moulds for dinghies have been donated along with the plans. These will be available for building the applicable design.

With Hobart Wooden Boat Festival occurring in February, there is a large number of Members making the journey South to soak up the atmosphere of the Festival. The February BBQ will still be held. The Committee Meeting will be held on the 20th of

February. This will be the last scheduled Committee Meeting held via Zoom. The March Committee Meeting will be held in person.

In March the Annual General Meeting is to be held. All Committee positions are declared vacant at the AGM. If you would like to contribute to the running of the Association, please nominate for a position on the Committee. Nomination must be in writing, signed by the Candidate and the Members who nominated him or her; and given to the Secretary at least 14 days before the Annual General Meeting at which the election is to be held. If there are not enough written nominations to fill all the positions, nominations can be taken from the floor at the Meeting.

Safe boating

Jim

Log Editor:

The February Log may not come out as promptly as usual as I will be going to Hobart and staying on for a week or so. So look out for the Log. Ian P

LAUNCHINGS



NAVAL flags meaning "Well Done"

None advised

**NEW MEMBERS
A hearty Welcome to:**

None yet

2023 SUBSCRIPTION

**THE RENEWAL OF YOUR MEMBERSHIP IS WELCOMED.
The 2023 WBAQ SUBSCRIPTION IS NOW DUE**

STILL \$30 METRO MEMBERSHIP - \$15 COUNTRY



The membership fee has been held at \$30 the past 20 years or more (From a time when money was actually worth something!) By renewing your membership you help to keep the costs low for everyone!

Payment Options

Preferred Option: By direct credit: Account Name: Wooden Boat Association of Queensland Inc. BSB: 124001 Account Number: 10256237 State your last name in full and your first name in full in the details field. By cheque payable to Wooden Boat Association of Queensland Inc. (please no not abbreviate) and mailed to: Wooden Boat Association of Queensland Inc. PO Box 1007 Hamilton Central 4007 By cash or EFT in person at a Meeting of the WBAQ.

THE WBAQ 2023 CALENDAR

ONLY 20 LEFT

The WBAQ 2023 Calendar is out.

- Pictures of Wooden Boats (of course)
- Space to write your appointments
- A word of wisdom each month
- A reminder of the WBAQ Meeting

Yours for just \$10

Numbers are limited
Get yours at the January meeting. Can be posted for additional cost. \$5-50 for 1, \$11.30 for 2 \$15 for 3

WEB-WATCH

Go boating without getting wet!

Fishing with long lines 1940

Newbiggin by the Sea, Northumberland, 1940
[Newbiggin by the Sea, Northumberland, 1940 - YouTube](#)

How to Varnish – Step by step

Great information for varnish devotees.
[How to varnish stitch-and-glue boats \(clboats.com\)](#)

All about wood (USA)

<https://www.wvgoa.com/article/commonly-used-woods/>

<https://www.wvgoa.com/article/understanding-wood/>

UNDER CONSTRUCTION

Alex Malcom and (co-incidentally so is new member) Dick Reynolds are each building a **Bolger Bobcat**. Here is some of the progress. **Dick** has turned it over and fitted his centreboard case; filleted all his frames and is now working on the gunwales



Dick's interior framed

Alex has taped and sanded all the seams and glassed the bottom. The skeg is to be fitted next



Lots of sanding by a pressed-gang "volunteers"



Eric Levitt, Paul Smith & Alex fill the 4oz glass with epoxy.



If you would like to join in this build and learn along the way, Contact Alex on 0474 307 626. Working days at the Boatshed are generally Tuesdays and Thursdays

REPORTS

**ENOGGERA RESERVOIR
PADDLE
17th December
*Phill Brown***

Saturday December 17, 2022 was the day of the Messabout. Probably because of the festive season and school holidays, there was little interest in participation.

Two members registered interest and turned up at the venue, unloaded and proceeded to the pond. Phill B with a 10'8" Water rat and Steve T with a 14' Non-wood kayak. Ian K from Macleay Is was to arrive later for a family day. Ron & Pat Prescott called in too.

The co-ordinator made an error of not copying a page of the UBD with Enoggera Reservoir on it. The day was quite pleasant, we paddled slowly past the wall, almost straight across to an arm off the main body, to the end of the arm, as far as you can to the reeds. We backtracked out of there and turned left, had a look in the next left indent, decided there was no suitable place to disembark for a break, so elected to return to launch area.

The journey consisted of paddle, chit chat, drift, chit chat, paddle, drift. Back toward the launch/picnic area where we met Ian Kirk with grandchildren paddling and messing about on water, always good to see.

Ian Kirk took the following photo.



We were on water for 2.5-3 hours, distance travelled minimal, company great, enjoyment AA+.

Next Enoggera paddle I hope we can get to the shallows of Enoggera Creek.

**MORE ABOUT ELECTRIC
BOATS
*A letter from Ed Elcock***

A letter to the Editor:

The article in the December 2022 Log on Electric Boats was an interesting delve into history. Fortunately, technology has developed a bit since the first electric boats in 1838. But it would be misleading to think that the current state of play with electric and solar powered boats was as summarised by Editor Ian's comment at the end of the article. One shouldn't form a view on the current state of development these boats by an isolated and clearly inadequately designed example.

To get a better understanding of the current development of electric and solar powered boats, spend an hour and a half with the video titled "Worldwide Classic Boat Show Presentation – Electric Propulsion & Solar Cruising" on the Off Center Harbor website (www.offcenterharbour.com). Put "solar cruising" into the search box of the website and select the video with the above title. Note that the Off Center Harbor website is a subscription website, but for any wooden boat enthusiast, it is well worth the subscription.

The video explains the basic components of an electric boat, and the solar powered subset of electric boats, in simple understandable language. Sam Develin talks about solar powered boats he has designed and built for his clients. One of Sam Develin's designs, a 27 foot monohull was taken on a 1,200 mile cruise from Bellingham, Washington (USA) to Glacier Bay in Alaska up the Inside Passage using only power generated by the boat's solar panels in often overcast weather. So confident is the owner of the adequacy of the power supply from its solar panels that the boat does not have the ability to recharge from shore power. Stay with the video through the Q&A section at the end where some interesting comments are made on the comparative costs solar powered electric boats and gas (petrol) powered boats, the point being that the cost of a solar powered boat includes an on-board fuel



factory, something that is difficult to arrange when your fuel comes from an oil refinery.

After viewing the video in full, you may well agree with Ian's final remark in the December Log, "Case closed, Your Honour!", in other words, that electric power with solar panels is the way of the future if **relaxed, displacement speed cruising is your bag.**

Ed Elcock.

December 2022.

Well, Here's the Latest Electric Gizmo

From the Web. If "relaxed, displacement, speed cruising" is **not** your bag.



Valo Hyperfoil Jet-Ski

"The Valo Hyperfoil is billed as a "complete revolution to personal watercraft", says Kearney. "Fast, agile, and tremendously exhilarating, all while being near silent and leaving zero wake", riding a Hyperfoil "will be like flying a stunt plane, but on water." These fully-retractable carbon fibre hydrofoils function like a set of aeroplane wings under the water's surface, elevating the PWC above the water and improving energy consumption for a faster, smoother and more efficient ride.

Moreover, the electric jet ski emits zero emissions (provided you charge with Solar source. Ed)

Seeing the revolutionary design "as a completely new form of water-based mobility", the Valo Hyperfoil has an electric motor that produces **108 horsepower (80 kW/ 109.5 ps) and has a top speed of 50 knots (58 mph/ 93 km/h)**. It can lift two people two feet (60 cm) above the water, and a single battery can keep it going for more than 100 minutes"

We are not suggesting that you get one but it will be wonderful if they replace those pesky Jet skis as it's said to be silent and there is no wash.

They don't come with an allocation of common sense, however!

Production in the U.S is expected in 2024 with each around USD59K.

Change ("progress" if you like) is coming (at a price)!

NEWS

ROWER TOM ROBINSON

Tom Robinson has completed the first 5000 nm stage of his epic row across the Pacific. He is in the northern Cook Islands where he is resting up before taking on the final stage(s). He is currently more than half way through his journey.

50 year old **Michelle Lee** is also rowing from Mexico in an ocean class 7.7m carbon fibre boat named *Australia Maid*. She is currently mid-Pacific. She has previously completed a transatlantic crossing in 2018 and was the first Australian female to cross an ocean solo and unassisted.

A JOEY PROJECT FOR BRIBIE CLASSIC REGATTA

We have been given an unfinished Joey dinghy by George Galea the WBAQ financial Auditor.

The boat will be finished off by us, rigged for sailing and in May next year then raffled to raise funds for the Bribie Classic Regatta.

Some fittings are needed such as pintles etc.. Do you have some surplus?

Contact Ian Mortleman 0413457656 if you can help

THE STORY OF WANDI

Richard Watson

Richard Watson's renovated Putt-Putt launch was relaunched in 2022 and he featured in the Launching Awards at the December Christmas party. Richard is a country member living at Zilzie Qld. (Never heard of it? It's up near Rockhampton and it has a beach)



Anyway here is Richard's story about his beautiful and historic boat....



History from 1954 – 2022

Wandi is a Clinker motor launch built of King Billy Pine on Celery Top and Huon Pine.

Statistics: It is 17 Ft. LOA, 16 Ft LWL, 6 FT 11in Beam and 1 Ft 4in Draft

It was built By Percy Coverdale in Battery Point Hobart Tasmania in **1954** for Mr. Guy Barret of Sandy Bay Hobart

Powered by a T600 Norman Engine, Air Cooled twin, horizontally opposed Petrol, built in 1947 by the Norman Engine Company of Coventry England.

The engine was refurbished by the Coventry Victor company in 1953 before being shipped to Australia to be fitted in this boat.

The boat was used for pleasure purposes including shopping trips from Sandy Bay to Waterman's Dock in Hobart.

This boat was sold to W. W (Bill) Watson in **1963** who christened her WANDI (believed to be a Tasmanian word for Native Companion) and kept on a trolley at the Royal Yacht Club of Tasmania and used for family outings.

1965 saw WANDI loaded onboard the Aust. National Line freighter "Eugowra" and transported to Port Alma where she was unloaded and transported by road to Rockhampton. A road trailer was acquired for the boat and she once again was used for Family outings on the Fitzroy River and Keppel Bay with trips to the Keppel Islands.

Bill Watson passed away in 1974 and the boat was sold out of the family and contact was lost.

Wandi was recovered by Bill Watson's son Richard in **1984** in a rather neglected state with severe sun damage, split planks and transom, gunwales separating from the transom and stem, deck planking split and

loose and generally knocked about from rough usage and weathering.

The boat was then stored for many years in an enclosed shed until restoration could commence. Some preparation and cleaning was started in **2017** but it was not until Covid-19 became part of our lives that the real restoration began.

January 2020 saw the replacement of split planks using King billy pine sourced from Tasmania for the project , a new keel was fitted using ironbark sourced from an old hotel in Rockhampton , tar epoxy paint removed and epoxy fillers scraped out of seams and replaced with traditional caulking materials.

The engine was removed and checked, reassembled and returned to running order, engine bearers refitted and new gearbox bearers, built new engine mounts made and realignment done.

All fittings are original except for the bronze cleats on the aft deck.

Restoration was completed December 2021 and fitting to new road trailer completed prior to relaunch in January 2022.



A wonderful restoration with the saving of a boat with a family history. Congratulations Richard.



"PUG": THE PICKUP PRAM *Ian Kirk*

When contemplating what design of boat to build many factors came into play before the choice of design was finalised.

I wanted a boat that was light enough to be wheeled the 100 metres or so to the water from home on a launching dolly; had a quick to erect rig that would be simple for an older sailor to use; be easily reefable on the water; have sufficient space to sleep on board; have reasonable performance; would row passably; could have an outboard fitted if necessary; could carry sufficient stores for cruises of a week's duration; be simple to build for someone of only average wood working skills; be short in length to reduce the horrendous barge costs from Macleay Island to the mainland; would have an appearance different to all the 'conventional' boats previously owned and would be somewhat quirky. (*Is that Kirkie being Quirky?*) I had of course discounted lapstrake designs as I felt my skill-level wasn't up to that.

I had been considering a Jim Michalak designed Ladybug but realised she was too heavy to launch across the beach. John Welsford's Houdini appealed but she too was heavier than I could handle and with her wide beam not perhaps the easiest to row. (I am left still wondering about the wonderful Houdini!)

I had been chatting with Ross Lillistone and at that stage he hadn't completed the excellent First Mate design. He did sell me Jim Michalak's book 'Boat Building for Beginners and Beyond' however.

In this I discovered the Piccup Pram design but didn't focus too greatly on it until a yachtie friend who had built a number of boats and with whom I'd highlighted my needs said, "I'd build that!"

PICUP COULD POTENTIALLY MEET MY NEEDS

The still retained comparison notes of the Piccup vs Houdini showed that the Piccup could potentially meet my needs. And the wonderful Ross confirmed the design's suitability when he said 'that's a great design. I have the plans and always wanted to build one. Jim's boats look simple but they're hard to design. You'll find his plans are accurate too.'

And so, after some more contemplation and perusal of many images and information provided by Mr Google, my choice of boat was decided upon and the plans purchased from Duckworks (US) along with the sail.

Then followed a trip to Boatcraft Pacific where all ply, clear hoop pine, epoxy, paint and incidentals were purchased. All fitted in the back of the then owned Hiace Campervan although Rob was forced into the centre seat as the long timbers were extended over the passenger seat and out the front window. And Ian Phillips encouraged a budding but somewhat nervous boat builder with those great words 'just go home and start. Your skills will improve as you go and advice and help needed will be offered.' Having joined the WBAQ I found that to be so true.

And so the build began in the carport/back yard using glass top tables as work benches. No actual build time can be provided as Rob unfortunately broke her leg and my work on Pug became erratic. As she improved so did my efforts but they were again dashed when an already booked trip to Tasmania interrupted the progress. Eventually, her five panels, bulkheads and TWO transoms were tied together ready for epoxying and taping. My previously mentioned yachtie friend visited and 'encouraged' me to fill and tape ALL the seams in one day when I'd planned to start in a buoyancy tank to gain experience.

Lesson Number 1; a vastly experience builder can lead one astray as the month of cleaning up the epoxy blobs and ugly edges confirmed.

And how come I'd never heard of a heat gun? Seriously, some days I wondered if a box of matches and a bought used boat would have been easier!

.. I DID THE SPARS WITH FOAM BRUSH AND AQUACOTE

But then one discovers that mere effort can help the unskilled builder create a boat with ply and epoxy. And joy of joys a friendly neighbour offered to spray her inside and out while I did the spars with a foam brush and Aquacote.

During all the various stages of the build I had been 'refining' (Not changing) little Pug in many ways; the lengthening of the tiller; fitting of skids on the bottom; inclusion of more waterproof buoyancy tank hatches; inclusion of coamings on the fore and aft bulkheads; where to place cleats and rope bags; fitting of jiffy



reefing; altered sheeting (I chose Ross Lillistone's recommendation) and choosing what non-skid for the floor to avoid slipping.

Another addition was the inclusion of a slot in the trailing edge of the leeboard to allow its full retraction (Thanks to the late Dieter Magdefrau.)

Eventually a milestone day was reached where she was being rigged and the reefing and fittings attached. Then came the biggie, when she was walked to the beach on her dolly with the oars used as wheelbarrow handles.



With only a light south-easter in place she was soon on her maiden sail with her delighted skipper amazed at her speed in next to no wind, her perfect balance from that tiny rudder and quick tacking with a leeboard on the starboard side only.

Peter and Moya Fox who had come for the launching were also soon enjoying a sail in her. My observations of that sail apart from the speed and balance was that there was no apparent difference on either tack and that she pointed higher than anticipated.

The interior space was also found to be more than adequate for a crew of two and that the topsides panels as expected provided a fantastic back rest when one is sitting on the bilge panels.

SHE PROVED QUICK AND EASY TO LAUNCH

Now twelve years later, what are my thoughts re Pug, the pugnacious Piccup Pram?

She has addressed my needs admirably and sails well above what her waterline length would suggest; she proved quick and easy to launch (10 minutes from under the tarp under the house to launching and sailing.) has provided a base for further development, a magic carpet for camp cruising, (sleeping ashore and onboard) seen me wear out two sets of sails so often

has she been on the water, (a recorded 39 sails in one year can do that!) proven adaptable for an aging skipper to rearrange launching methods from plan A to plan C at least and finally, achieved what Larry Loveday found with his Mirror 16 of becoming the permanent boat not needing replacing.



Camp Cruising

Along the way she became a ketch/yawl/kawl? The added mizzen mast is after all directly in line with the gudgeons and pintles This was not included in JIm Michalak's plans but was seen online in the US. She also provided an opportunity for a skipper used to the Bermudan rig to learn to sail something entirely different where it was decided that no tell-tales were to be included and that sailing was to be as organic as possible.

And, all of this from five sheets of ply, 11' length, a tad over 4' beam and originally 68 sq ft of balanced lugsail. (JM increased the original designed area from 58 sq ft.)

The mizzen has added an extra 15 sq ft but that is planned to be reduced to 10 sq ft in the sail currently on order.

And the glorious space provided by a leeboard in lieu of a centreboard? That provides a clear area of 6'6" X almost 4' for a sleeping platform.

PERFORMANCE FOR CRUISING DOESN'T RELATE ENTIRELY TO SPEED

What's not to like?

Sand can't jam a leeboard that is constantly being flushed.

And performance? It is her skipper's view that performance for cruising doesn't relate entirely to speed to which we have become accustomed. Easy



gybing, reefing and heaving to, good load carrying and crew comfort are well addressed.

Not so well dealt with by the design are beating into a short chop with the pugnacious pram bow, (at least she smiles at the waves!) the lack of side decks to keep the encroaching waters at bay, the lack of ballast compared to centre-boarders with steel boards, and the inability for one to hike out (definitely not part of the skipper's brief!!) due to the oars stowing on the gunnels.

**..I'M AWARDING HER
9 OUT OF 10...**

Over all I'm awarding her a 9 out of 10 for achievement versus requirements.

But then, I'm not too keen on once again cruising the more open waters of the northern section of Moreton Bay even if Pug has now cruised from Southport to Caloundra with this much older skipper sleeping onboard.

From now on she's more likely to be revisiting those areas previously cruised both here and away. Can I hear her whispering 'Myall Lakes, Lake Tinaroo!!!'



Ian & Robbie sailing off Coochie

So, are you thinking about building a boat? As a famous quote says 'grab a chance while you can and never be sorry for what might have been!'

But choose the boat that is right for YOUR NEEDS which won't necessarily align with your wants.

Ian Kirk. 30/12/2022.

**MESSABOUT PLANNING
MEETING 2nd FEB**

We are holding a Messabout Planning Meeting at the Boatshed on Thursday 2nd Feb at 10 am.

If you have any idea of places to go. Please contact Phill Brown 0416 057 277

THE MALVEENA TROPHY

Ian Kirk



OP-SHOP FIND – THE LITTLE JUG

Back in the 70's, when a cruising yachting, I lived aboard my 33' ketch, 'Wyuna' at Deagon Slipways where Clem Masters had built timber boats prior to his shift into GRP production at Narangba.

So, imagine my surprise when Rob's son Howard emailed me a photo of a small trophy he'd found in an op shop relating to Clem and the yacht of his design and construction, 'Malveena.' It had caught his eye as he knew I had some sort of connection to Clem.

A quick response saw Howard purchasing the trophy for a mere \$20.

**...THE LITTLE JUG IS INSCRIBED
"G.J. COLES TROPHY..."**

As the included photo shows, the little jug is inscribed 'G.J.Coles Trophy. Brisbane to Gladstone 1968. Malveena. R.C. Masters.'

And so a detective and historical journey began! Who should be the keeper of this trophy and how to contact them?

Howard who had found what appeared to be the name of the current owner, suggested it should be his. His sleuthing had also uncovered the linked video of 'Malveena' under sail and down below showing the fantastic workmanship.

[MASTERS 33 MALVEENA - YouTube](#)



This brought back wonderful memories of a past era when I'd crewed for Clem in 'Malalla' just before he won the Brisbane to Gladstone race in her, on the delivery of the first Miller and Whitworth half tonner 'Fuzzy Duck' he built to Sydney and on the half tonner 'Martesa' he'd skippered in the boat's race win in the first Brisbane to Coffs harbour ocean race.

My first contact in this interesting journey was Peter Kerr who now owns Deagon Slipways where 'Malveena' was constructed. Peter agreed that the trophy should go to the owner and that he currently had a Tasman Seabird in the yard for renovations.

Interestingly, the gentleman who bought one of Bill Rowland's Tasman Seabirds was also in the car with Peter so I was able to impart the sad news of Bill's passing. Peter was able to provide me with the phone number of Brian Hutchison, the historian who wrote 'Clem Master's Boats' which was kindly donated to the WBAQ's library by Ivan Holm.

Brian also felt that the trophy should go to the current owner and provided me with the contact numbers for Clem's daughter Laura and nephew Ross, neither of whom I'd seen in many years. Brian, who had been a shipwright for Clem and was involved in 'Malveena's build of course wanted a photo of the trophy for his records.

It was delightful to have a chat with Laura who remembered much of our shared past and who also felt the trophy should go to the current owner.

Then followed another wonderful chat with Clem's nephew Ross, a good pal from the past and who worked for Clem for many years. He also felt that the trophy should go to the current owner.

***A SIMPLE MESSAGE ...
SAW A RAPID RESPONSE***

The name of the owner as found by Howard was Gabe Kemeny for whom only a business email address was found. A simple message to his business saw a rapid response and the desire to receive the trophy. Gabe promptly paid more than the purchase price to cover my costs including freight and invited us to visit, for a drink and a sail when next in Sydney.

So, an excellent outcome, reconnecting with old friends and the circle of the trophy's journey was completed. Can I suggest that Brian's book is well worth a read as are many excellent books in the Association's library. **Ian Kirk.**
Now, that's a detective story worthy of a Poirot episode!

JUST FOR PUN
😊

THE MAN WHO FELL INTO AN UPHOLSTERY MACHINE IS FULLY RECOVERED



THINK ABOUT THIS 😊

No matter how much you push the envelope, it'll still be stationery.



THE MEANING OF LIFE EXPLAINED ☺

On the first day, God created the dog and said: "Sit all day by the door of your house and bark at anyone who comes in or walks past. For this I will give you a life span of twenty years."

The dog said, "That's a long time to be barking. How about only ten years and I'll give you back the other ten?"

And God said that it was good.

On the second day, God created the monkey and said, "Entertain people, do tricks, and make them laugh. For this, I'll give you a twenty-year life span."

The monkey said, "Monkey tricks for twenty years? That's a pretty long time to perform. How about I give you back ten like the dog did?"

And God again said that it was good.

On the third day, God created the cow and said, "You must go into the field with the farmer all day long and suffer under the sun, have calves and give milk to support the farmer's family. For this, I will give you a life span of sixty years."

The cow said "That's kind of hard to want me to live for sixty years. How about twenty and I'll give back the other forty?"

And God agreed it was good.

On the fourth day, God created humans and said, "Eat, sleep, play, marry and enjoy your life. For this, I'll give you twenty years."

But the human said, "Only twenty years? Could you possibly give me twenty plus, the forty the cow gave back, the ten the monkey gave back, and the ten the dog gave back; that makes eighty, okay?"

"Okay," said God, "You asked for it."

So that is why for our first twenty years, we eat, sleep, play and enjoy ourselves. For the next forty years, we slave in the sun to support our family. For the next ten years, we do monkey tricks to entertain the grandchildren. And for the last ten years, we sit on the front porch and bark at everyone.

Life has now been explained to you.

There is no need to thank me for this valuable information. I'm doing it as a public service. **If you are looking for me, I will be on the front porch.**

WORKSHOP NEWS

Jim Jones

Even though we have just had the Christmas / New Year break, there has been some activity at the Workshop.

Alex continues with the building of his Bobcat with the help of Ian and Eric. The hull has been glassed outside. It should be at the stage this week of removing the hull from the strongback and turning upright.

The Joey is progressing well with the Joey Team lead by Ian Mortleman. It should change colour with the application of undercoat in the next week or so.

If you wish to help, or just look on to increase your knowledge, contact Alex or Ian Mortleman. Their contact details are elsewhere in the Log.

WHAT HAPPENED AT THE LAST MEETING



The Barbeque Boys in action. Doug now has a new gadget called a Burger Basher that transforms a round burger into a flat bun-sized patty. Ian Trail, also a major player in the catering team took the photo of Doug & Harry.

MARK FORT gave us an interesting talk on electric motors in boats based on a beautiful launch in NZ that he is familiar with. He spoke of Elco motors that go back to the 1880's and have now evolved as General Dynamics making submarines for the US Navy.

JIM JONES gave a presentation on the renovation of his Sea Lark an 18ft Hartley. The boat was started in 1968 in Townsville. Jim started out with a plan for a paint job but it evolved into a complete rebuild over 6 years.



CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2023

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
JANUARY 2023	21 st S,M,R,P	Family Picnic Day at Sylvan Beach – See below	
FEBRUARY 2023	10-13 th 18 th S,M 25 th P.	AWBF Sailing /motoring at Victoria Point or Redland Bay Paddle Lake Kuwongbah	Australian Wooden Boat Festival, Hobart
APR/MAY	29 & 30 Apr 1May	Maleny Wood Expo Boats on display & Kid's Activities	



COMING EVENT DETAILS

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

MESSABOUT CO-ORDINATOR	Phill Brown 0416 057 277 Contact designated host for each event
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JANUARY 21st (Saturday) FAMLY PICNIC DAY AT SYLVAN BEACH BRIBIE ISLAND from 9am
Nice shady park with boat ramp nearby and good sandy beach. Toilets and cafes for food and coffee nearby. Suggest you bring your own chairs. The idea is that people will sail, paddle, row off the beach for short trips so that others can join them for a tryout session in different boats. Bring your kids or grandchildren if you wish (and have them).
Host: Phil Brown 0416 057 277

18th FEBRUARY 9 am on the water SAILING / MOTORING VICTORIA POINT OR REDLAND BAY depending on Wind
Tides are good. **Contact Phill Brown 0416 057 277 if you are a starter for this one**

25th FEBRUARY - PADDLE DAY at LAKE KUWONGBAH
Go through Petrie onto Dayboro Rd. Turn right into Beeville Rd There is a nice little park at the bottom for launching. There is no ramp but good paddling water.

29April – 1May Maleny Wood Expo. We will have boats on display and we will run activities for kids. This is a great show for lovers of wood and all that goes with it. Wooden pieces on display. If willing to display boat, contact Phill Brown 0416 057 277



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. **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 0418 781 755

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

RELUCTANT SALE – Motor Skiff “ SATURDAY MORNING “

“Saturday Morning” is a ply and epoxy displacement speed dinghy fitted with a 6hp outboard motor, and folding canopy, launched September 2018. The boat is on a Top Gun brand tilting trailer on a custom built cradle that allows easy launching and recovery. The boat is registered (concession) to 12th December 2023 and the trailer is registered to 8th May 2023.

Hull dimensions are length 5.00m (16' 5"), beam 1.90m (6' 3"), weight of boat, motor and fuel tank approx. 285kg, Towing weight of boat on trailer approx. 475kg. The trailer is unbraked.

The motor is a Suzuki 6 hp long shaft four stroke (model DF6AL), purchased new in December 2018. It has low hours and has been serviced at the specified intervals by a Suzuki dealer. The motor has a build in fuel tank plus a connection for a separate fuel tank. The boat has evenly distributed foam filled buoyancy chambers and adequate storage in the side seats for picnic or camp cruising gear. There is additional storage in the bow. There is separate storage in the rear for the motor's fuel tank and for spare fuel containers. The canopy is stowed folded down for towing and is easily erected either before or after launching. There is standing room under canopy. There is a main anchor in a dedicated anchor well in the bow, and a smaller stern anchor in a storage recess at the stern. **Inclusions are:** a pair of 2.1m oars; folding padded removable seat to the forward thwart; tiller extension; seat cushions for side seats; fire extinguisher; 4 fenders; fuel tank for connection to the motor; 2 reserve 10 litre fuel containers; 2 anchors with chain and rode; 2 screw in sand holdfasts; canopy; bailing bucket; tow rope.

Location is Westlake Qld 4074, contact Ed Elcock on 0400 885 103 or edwardelcock2@bigpond.com . Asking price is \$5,000.00





FOR SALE EUREKA CANOE (16ft)

Built as a lock-down project and barely used, This Storer Eureka Canoe "Paula" has hand painted nameplates Plans for outriggers and drop in sailing rig included. Located Pottsville. Priced well below the plans and material cost for a quick sale. Yours for \$150 ono
Lester Searle 0408 474 891



Workshop Machinery

Expressions of interest are invited for the following machines.

Woodworking; Carbatec model SBW-4300ce 2hp Band saw; Carbatac 14" Thicknesser; Record Model3/AS wood lathe and chisels. Hare and Forbes 8" jointer; Delta Boss bench oscillating spindle sander; Delta router/shaper.

Metal working; HAFCO model AL330 centre lathe; HAFCO VM-1A vertical milling machine with swivel head; Hare and Forbes model SPD30 heavy duty Drill Press 16 speed, #3 Morse taper; Rong Fu 4.5" Horizontal band saw; Shaper Zocca 450.

Owned by a hobbyist for occasional use

Contact Phil Brown (Ph 0416 057 277) acting on behalf of the owner

TABLE SAW FOR SALE

Tanner 10 inch tilt arbor table saw 1.5 horsepower with 2 tungsten tipped blades – rip – fine cross cut.

The arbor bearings need to be replaced.

\$ 250 .00 Lyle Tweeddale 3392 0702

(2)



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PLANS & MOULDS



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Peter Hack
Amir Hack ahack90@hotmail.com
2



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 (3)

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