

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

THE LOG

Wooden Boat Association of Queensland Inc
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JUNE 2017

*"I often struggle to find words that will communicate the vastness of the Pacific Ocean...
Yet as I gazed from the deck at the surface of what ought to be a pristine ocean, I was
confronted, as far as the eye could see, with the sight of plastic"*

Charles Moore, "Trashed: Across the Pacific Ocean, Plastics, Plastics Everywhere".

Writing about the North Pacific Gyre (A.K.A The North Pacific Garbage Patch) estimated to be 700,000 square kilometres and
to contain 1 million pieces of plastic for every 2.5 square Kms



JIM JONES GOES TO GOOLWA

STORY INSIDE

Photos: Jim Jones



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- **Events sub-committee** –Phil Brown
- **Messabout Co-ordinator**
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- **Librarian** – Mac Finch

Regular Meetings and Activities

Meetings are held at 7.00 pm on the second Tuesday of the month (except January) at the Queensland Maritime Museum, 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 Queensland Maritime Museum at 4:00 pm prior to the BBQ meeting. Workshop Working Bees are on hold until further notice.

Entry to the Museum for meetings and workshop days is off Dock Street, via the emergency vehicle gate between the cycle path and the old timber Dock building. Use intercom for entry.

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

Sub-Committees

Messabout Calendar

info@woodenboat.org.au

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Provedores Ian Trail & Mac Finch

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 Ph 3263 3381 m 0491 120 888 Contributions to:

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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.

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 by Jim Jones
Boats at Blakesly 2016



(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

Over the last few weeks I have been reminded how much boating has changed and how much it has not. While having a cruise on board *PS Marion* at the SA Wooden Boat Festival at Goolwa and afterwards at the Mannum Dock Museum of River History, I observed how much time and effort was extended to coax *PS Marion* to life. The boiler was slowly heated over a six hour period while men toiled to load tons of red gum offcuts. This timber provided the fuel to heat the water to make steam which then, through the magic of the steam engine, powered the paddlewheels.

Two men were required in the engine room. One to ensure the boiler had sufficient firewood to produce a good head of steam and the other to respond to the commands of the Captain on the bridge- all surrounded by smells along aural and visual sensations.

Following the Festival, we spent a week on the mighty Murray River aboard a "luxury" houseboat. The two vessels were over a century apart in technology. Whereas *PS Marion* required a crew of three just to move the vessel, the houseboat required one. Instead of six hours to get under way on the *Marion*, 30 seconds operating two switches and two forward/reverse levers was all that was required on the houseboat. With 5kw of solar panels and an on-board 240v gen-set power for all the equipment, electric power was fully automatic. No need to run a small steam driven generator.

The part that has not changed is the magnificent scenery in that part of Australia. The area is rich in boating history from paddle-steamer and barge building in Goolwa and Mannum from the 1850s; the restoration of some of these early vessels; through to the building of new wooden boats. It is well worth a visit.

This restoration of these old boats and the building of new wooden ones raised an interesting observation that was reinforced after reading a forum thread on "How do you retire or scrap a boat?" The forum posts quickly turned to GRP boats. No one posted a workable solution and no one mentioned restoration.

If it costs more to fix than the boat is "worth", dump it!

Will someone in 100 or 150 years' time find a GRP hull lying in a reed-bed and decide that it is worthy of restoring it to its former glory? Or will GRP boats be forgotten and just disappear into landfill or be ground down to make roads? Maybe all along we have been building boats from the ultimate eco-friendly and renewable source - wood. We are capturing carbon and making boats that have low eco-impact and are infinitely and easily restorable!

Cheers, Jim

UNDER CONSTRUCTION

This segment is provided for members to liaise with builders of boats that they themselves may be interested in building.

Jeff Bailey's Selway Fisher 'Woodland' sailing canoe is progressing well with the lapstrake hull complete and the inner whale installed. The buoyancy tanks are currently being created

UPDATED Ed Elcock with son James is in the process of finishing an Argie 15 designed by Dudley Dix as a low-powered motor boat. Internal work is suspended and the boat turned over to work on the bottom. Filling and fairing is underway, being slightly more time-consuming due to the method of construction.

Ivan Scott has all the building work of his Piccup Pram completed and is currently painting the cockpit having coated the hull in a bright orange similar to that of a V sheet.)

Ron Prescott is building an Oughtred "Wee Rob"

Geoff Williams is building an Oughtred "McGregor" canoe – the 13'7" version. Hull is completed.

Peter Jensen is building an Oughtred 'Puffin'.

Jon Elcock renoing an 18' Cecily Bowden Cruiserette outside complete - now let's have look at the wiring.

Bruce Wollstein is building his 4th canoe – A K1 type kayak

Geoff Taylor is building a 16' Eureka Canoe

UPDATED Dave Micklethwaite's Paul Gartside 18' fantail launch.- "Secret" Launching held- awaiting details of the "official" launching. See build details at <http://davesfantaillaunch.blogspot.com.au/>.

Darrell Spiers is building a 10' Wes Farmer design that he has strip-planked. Motor is being fitted. Launching soon.

Chris Treloar: Jim Michalak design. After a break, Chris is back working on this one.

Allan Tomley: 8.3 metre folding & trailerable catamaran. Also Reno-ing a **Hartley**

David Thierens is building a classic Riviera of cold moulded construction. There is now a big V8 sitting on the beds waiting connection.



NEW MEMBERS

A hearty welcome to:

Richard Jensen, of Karragarra Island – Richard is in the process of building a Joel White designed Nutshell Pram, which is almost finished.

Henry Baird, of Pinbarren – Henry has an Iain Oughtred designed “Garnet” dinghy. 14 feet x 6 feet x 8 inches which he built 2015 to 2017, and was also involved with a 60 foot RNLI Lifeboat (1929). Henry heard about us via friends, and his membership application was proposed by Bruce McConkey.

A MOST GENEROUS GIFT

-Ian Kirk

Another WBAQ example of ‘generosity of spirit.’

On 25th March, while hosting the Bulimba Creek paddle where my craft was a basically ugly plastic sit-on top kayak, long time member John Morrison said ‘You can’t be paddling that when hosting a wooden boat event. I have another wooden kayak that I’m going to give to you’. I replied, “You can’t do that John, it’s too generous an offer”.

To that he replied “Yes I can and I want to”.

Collection plans were considered with John offering to deliver her to a monthly meeting.

That changed considerably when he fell from a ladder at home badly injuring his shoulder.

I finally got to visit John’s beautiful home to collect the kayak on 7th May and walked straight past her thinking ‘That’s too nice for John to giveaway.’ Rob, her son Howard and his wife Katja thought the same. “Looks like a Mill Creek 13” I thought, admiring **‘Millie’s’** beautiful build as I strolled by.

Maroon hull with clear decks and fabulously sign written.



After a lengthy chat and much admiration of **‘Millie’** and John’s other work she was loaded onto the almost perfectly colour-matched Subaru for the trip back to Macleay Island.

What more can be said of the generosity of a man like John to gift such a craft to another member. ‘Thanks’ just doesn’t seem adequate. This ‘generosity of spirit’

highlights all that is good about the Association and its members. She will be beautifully complemented by a great wooden paddle that Martin Kortlucke donated a few years ago.

While she will be much enjoyed I can assure John that the old ‘plastic kayak’ will still be used for sneaking in and out of the mangroves in shallow waters.

That’s no place for a pretty girl like **‘Millie’** to be venturing. Once again, many thanks John.

Ian Kirk.

REPORTS

GOOLWA WOODEN BOAT FESTIVAL

Story & Photos: Jim Jones



A herd of Halversens at Goolwa

Several years ago a group of friends, who ride bicycles Sunday morning, decided to have a houseboat holiday on the Murray River. As Helen and I had visited Mannum, it was decided to hire a boat from there. As the majority of the group own wooden boats and are members of WBAQ, it was decided back in June 2016 to plan the houseboat trip after visiting the South Australia’s biennially SA Wooden Boat Festival at the River-port of Goolwa.

The Festival has plenty of boats both on water and on land to keep any avid wooden-boatie occupied for the two days.

Vessels on display included the Goolwa-based paddle steamer *Oscar W*, the Mannum Dock Museum’s vessels *PS Marion* and *PW Mayflower* and the privately owned *PS William Randell* to river boats, pleasure launches, sailing boats, steam launches, sailing dinghies, kayaks, canoes and even a solar powered paddle wheeler.

On-water activities included displays by the St Ayles skiffs; racing by traditional vintage sailing yachts and Restricted 21s. Paddle steamer cruises were available



all day on board the *PS Oscar W*, *PS Marion* and *PW Mayflower*.



Several displays had small dinghies, sailing boats and kayaks in various stages of construction including several completed boats which were highly detailed and a credit to their builders. CNC kits, as delivered, where all the components were machine-cut in sheets of plywood were on display. Just cut the tabs, sand the machined edges, add epoxy, match the numbers, assembly and finish in your choice of clear or colour. Of course this comes at an additional cost. Normally one does not factor in the "cost" of time of laying out, cutting and fitting each component when building a boat as this is considered part of the "experience."

One of the attractions at the Wooden Boat Festival was the **rough & ready boat building competition** sponsored by BoteCote. Mix a few sheets of ply, some lengths of 2x1, battery-powered tools, cable ties, a seemingly unlimited supply of Epox-E-Glue, a couple of people and out-of-the-box thinking ensured that the spectators were entertained for a couple of hours. The contestants were egged on during the construction phase by Robert Ayliffe.



The contestants were allowed to build their "propulsion system" on Saturday night. These systems were revealed on Sunday afternoon when the rough & ready boats were launched and raced. This sorted the out of the box thinking. Propulsion systems varied from paddles, to sails and to a fully engineered differential hand powered paddle wheels. Naturally being at the home of the paddle wheelers, the paddle wheeler won by a country mile. However, after winning, they were called upon to rescue the last two boats that were struggling to complete the course and

were in danger of being blown up the Murray River to the Snowy Mountains.

A couple of interesting boats caught my eye. One was the "*Insouciance*" a Hartley TS16 top-sail gaff rigged yawl complete with a bowsprit and two headsails.



The other was a solar powered paddle-wheeler. Motive power was delivered by separate converted electric washing machine motors that allows differential power to the paddles. The solar array allowed cruising on a sunny day without any noise or drawing power from the batteries.

The SA Wooden Boat Festival has a different focus than Wooden Boat Festival at Hobart. The boats on display are generally smaller and orientated to the owner-builder. It does not compete with the Hobart Festival but complements it. It will be well-worth a visit in 2019.

COOTHARABA WIVENHOE CAMP WEEK 8th MAY ON

Story: Paul McShea

The **Cootharaba Messabout** should have been called a mess-up instead! From the start there was confusion with the date; the week turned into 3 days and furthermore a cyclone in the Pacific created a weather event.

The first call was from residents of Macleay Island saying they were not leaving their sanctuary for the next couple of weeks due to the forecast. I spoke to one of the Caloundra boys and they were not too keen too, in fact they were not planning to go either. What is Plan B? I asked around and Wivenhoe was suggested, so Ed was called and he offered to send out notification to all members saying that Cootharaba has been postponed. Further discussions with Ed entailed another email to all with regard to Plan B that would become – **Wivenhoe**. Thanks Ed. On the Monday only 2 of us turned up. The winds were kind but with some precipitation. On Tuesday morning it was a pleasant surprise to see a sail



advance around the spit and the boys were back in town. Sailing was good on the Tuesday afternoon, when Cam arrived with his lovely clinker Huon pine Tassie-built boat, sailing for the first time with Paul as crew and mentor. What a lovely sight, with it sailing along with a contingent from the Sunshine Coast. Tony Dean also arrived with his boat *Sunshine* as well as another member from Ipswich. When Dave arrived clandestinely with his new fantail launch, the anticipation and excitement of a "secret" launching was building. With film crew at hand, what a pleasure she brought to all who witnessed the event! All went well and with much cheering and gladdening of hearts, it was enough to bring a tear to a glass eye to witness such a remarkable spectacle. It's a shame I can't divulge more - after all it was a secret, so you will have to wait for the movie. In the end, 9 boats joined in the Wivenhoe "Mess-up" with pleasant sailing and good comradery. Even a nice Bass was caught to be enjoyed for dinner by one person who shall remain lip-lickingly satisfied but nameless.

REPORT ON THE AUSTRALIAN WOODEN BOAT FESTIVAL, TAS

Those who went to Hobart had a good time so here are some statistics that may be of interest...

Paul Cullen, General Manager, AWBF Inc. reports in their Log...

"Things have calmed down a great deal in the AWBF office since the festival wash-up documented the statistics for the 2017 event. Attendance, calculated from actual traffic counts, visitor questionnaires and aerial photography, looks to be similar to 2015, with around 220,000 visitors over the four days. We expected some growth this year, but squally weather in the second half of the long weekend kept numbers in check. All traders reported excellent results, with some claiming record sales to a thriving crowd in the Maritime Marketplace. With record numbers of international visitors, the MyState Australian Wooden Boat Festival 2017 was another big winner for Tasmanian tourism. The United Kingdom recorded the largest percentage of overseas visitors (22%), with New Zealand (20%), Netherlands (13%) and the United States (12%) making up the numbers. Interstate boats were up, too, with a total of 150 boats making the trip from as far away as Western Australia and 10 boats from overseas, including our 7 Dutch feature vessels (including the delightful Muziek Boot) and one each

from the UK, USA and New Zealand. Overall number of registered boats was a healthy 490, with 380 of those afloat and the balance displayed ashore"

19th Bribie Classic Boat Regatta

Story & Photos: Ian Primrose



Even if you sent in 5 cereal box tops, you could not have got a better prize than the weather for the Bribie Regatta. It started as is the custom, at the Bribie Pub on Friday night but the main event was on Saturday at 10 am when 40 boats headed up to Toorbul. An unforeseen event prevented me from going so this bit is second-hand. The conditions were glassy smooth so that was not so good for the sailors. There was a really good free lunch provided at Toorbul for participants. A dropping tide kept skippers on edge with a constant watch to prevent grounding however, one of the larger boats was not so vigilant and got jagged on a sandbank where he stayed until 9 o'clock that night. More than 40 people attended the dinner on Saturday where videos and photos were shown of previous events.

On Sunday I joined Ian Trail on "TIKI" for a run through the canals and we finished up on Sylvan Beach for a picnic lunch.



There was some Hillbilly music and the Vietnam vets provided food for sale. Lex's "Nania" drew a lot of admirers especially from an excited 10 year old boy who was currently reading the book. He was thrilled to be photographed in the actual boat from the movie. He would have a tale to tell his mates on Monday!



Lex Badiley's "Nania" on Display



Conditions were great once more with only a light breeze. Again, no good for sailors but at 2pm the breeze got up sufficiently for them to get back to Spinnaker Sound.

There were a lot of large cruiser-type boats this year and of course they had to anchor off of the beach. As they sipped their Chardy on the back deck, they were somewhat detached from the main event.

What we need is the involvement of more of the smaller boats – the event is well-suited to these.

Jim and Helen slept on their boat *“Sea Lark”* at the marina where there are good facilities, staying Friday until Monday morning.

This was the 19th Regatta so next year let’s make the 20th special with a solid turnout of WBAQ members.

Southern Moreton Bay Cruise 5th June Onward Phil Brown

Monday June 5, two trailer-sailers launched from Maas Marina, and one from Redland Bay, bound for The Bedroom anchorage, south of Jumpinpin Bar on South Stradbroke Island. The same day four boats and members, from the Sunshine Coast, launched from Biggera Creek, to end the day camping at North Currigee. I believe Darrell Spiers who hung off a mooring at Paradise Point in his keel boat, also met up with Ron Prescott on the water who was down for a day sail.

On Tuesday, the three boats, which had overnighted at the Bedrooms had intended to head to North Currigee. One however, experienced engine trouble so Captain Jim decided to return to Maas Marina in the interest of safety. The other two boats accompanied him back to the marina, one continuing on northward and aborting the rest of the cruise. The third boat and crew decided to retrace bearings and continue on to the North Currigee campsite. This is a great little sheltered anchorage adjacent to The Broadwater at the Gold Coast. As it has a shallow entrance, the keel boat anchored just outside.

On Wednesday we elected to go for a sail??

I can testify that we headed in a southerly direction. I can also testify that at one time, one boat was on the port tack (heading south), one on the starboard tack (also heading south). While all were all facing the same direction, there was not the slightest forward movement of any vessel. One boat at this time was making forward movement however, because somehow, the skipper was lucky enough to get the

pointy end to south. THERE WAS NO WIND, just tide flow!!.

Finally there was a breeze and we made it to shore for smoko. The breeze then held for the duration and we were able to sail back to camp in the afternoon.

Another boat joined with us, after having a slow sail down from Maas Marina.

Thursday, weather very much the same with variable to no wind in the morning. The Sunshine Coast members were returning home and, while having smoko on the beach, a passer-by gave us weather news of a strong southerly moving up the coast from Cape Byron. The two boats that launched at the Marina elected to head north to The Bedrooms, to hopefully make an easier passage on the Friday morning. However, the stronger wind failed to arrive and motors had to be used to for the last third of the voyage to the night anchorage.

On Friday the two remaining boats returned to Maas Maria for hauling out and home.

In summary, not all went to plan, well, not all was as we hoped for (wind-wise) but the weather was kind (sunny-wise), campsite was good, and companionship and camaraderie, GREAT. So another good camp cruise Messabout. **Seeyanexetime!**

Full Moon Paddle 10th June

Ian Primrose



Panoramic picture of canoes participating in the full-moon paddle ☺

It is not often that we get a full moon with the right high tide on a Saturday night. On the 10th, all these things came together nicely with a moon-rise at 5pm; a rising tide peaking at 10pm; and a 99.8% moon illumination. All the required factors came together for this great event – except for the weather with showers expected!

Never-the-less, 3 paddlers with PFD & glow-stick attached took the challenge: Ian Trail in a Wee Rob; Chris Reid in a SOF and me in a Selway Fisher kayak.

With heavy cloud, it was as black as a Queensland coal miner’s lung when we started but after a short time, the great golden orb broke through the cloud, sending a shimmering ladder to the still waters below.



We paddled a way up Nudgee Creek and then down to the mouth of Cabbage Tree Creek. When the visual distraction is eliminated by darkness, all other senses seem heightened. The shimmering water; the slap of a paddle; the sound of a dog and the silence of the mangroves. What beauty! We have never tried this before so it was a new experience and one to be recommended. Oh yes, the "showers" did arrive in the form of rain – after we got home- fortunately.

Nautical terms in common use

Cut and Run -

If a captain of a smaller ship encountered a larger enemy vessel, he might decide that discretion is the better part of valour, and so he would order the crew to **cut** the lashings on all the sails and **run** away before the wind. Other sources indicate "**Cut and Run**" meant to cut the anchor cable and sail off in a hurry. Today, it just means to take a loss or to simply give up – or both!

WEBWATCH

GO BOATING WITHOUT GETTING WET

Two Canoe and small boat sites

<https://globalpaddler.com.au/paddle-guides/qld/sec/>

<http://www.upstreampaddle.com/>

Dutch Tjotter boats at Australian Wooden Boat Festival. See these strange but very functional tub-like boats at:

<http://www.offcenterharbor.com/videos/dutch-tjotter-frisian-boat-tasmanian-waters/>

The world's oldest commissioned warship the **USS Constitution "Old Ironsides"** Take the tour

http://www.navy.mil/ah_online/constitution/

Two sites from Malcolm Hodgen

I've come along-side a website profiling a tidy rowing skiff " <https://ahoy-boats.biz/nordic/> " & thought to myself that it is an admirable example of a small vessel for messabouts for those that eschew fossil fuelled propulsion. **Care:** "Opt in" or learn more button could expose you to junk mail - see comments.

and

Cordless drill power

<http://makezine.com/projects/wooden-outboard-motor-powered-by-a-cordless-drill/>

Tablesaw Hint provided by Jim Jones 2 minutes
http://www.finewoodworking.com/2017/05/25/clever-stop-block-crosscutting-tablesaw?source=w1722enl&tp=i-H43-BC-2sW-AUaqg-1o-Nsq-1c-AUZ1U-9DUOt&utm_campaign=fine-woodworkingeletter&utm_source=eletter&utm_medium=eletter&utm_content=fw_eletter&cid=11068&mid=155054860

TIMBER FOR BOAT BUILDING

Compiled by Ian Primrose

HOOP PINE (*Araucaria cunninghamii*).

Other less commonly used names include **colonial pine** and **Queensland pine**. The scientific name honors the botanist and explorer Allan Cunningham who collected the first specimens in the 1820s. The species is found in the dry rainforests of NSW and Qld and in New Guinea. The trees can live up to 450 years and grow to a height of 60 metres. The bark is rough, splits naturally, and peels easily. The wood is a high quality timber that is particularly important to the plywood industry and also used for furniture, veneer, joinery, paneling, particleboard and boats.

As most natural stands in Australia and Papua New Guinea have been depleted by logging, it is now mainly sourced from timber plantations. The colour is generally whitish or light-coloured, the grain is straight and the texture is fine to very fine. It can be polished, painted and stained with ease, and works well with fittings and fastenings. **Hoop Pine is not suitable for steam bending.**

Suitable for Boat building -masts, planking, deck beams, frames, boat oars and marine plywood, in particular.

Density about 560kg/m³ when dried (and about 600kg/m³ in plywood form).

Available DAR from Lindsay Meyers Ltd 11 Grice St Clontarf
<http://www.lindsaymeyers.com.au/> Ph 3137 0914

THE GHOST SHIP "MARY CELESTE"

Condensed / compiled by Ian Primrose

Part 1 (Source – mashed up from various internet sites)

The "**Mary Celeste**" was launched in Nova Scotia in 1860. Her original launching name however, was "**Amazon**" and over the following 10 years she was involved in several incidents (including the sudden illness and death of its first captain and a collision with another ship in the English Channel) and was operated by a number of owners. Eventually she turned up at a New York salvage auction where she was purchased for \$3,000.



The new owners undertook extensive repairs costing around \$14,000 after which she was renamed ***"Mary Celeste"*** and was American registered.

The *"Mary Celeste"* was a half-brig at 103 feet overall and displaced 280 tons.

The new captain of *"Mary Celeste"* was Benjamin Briggs, 37, a master with three previous commands. On November 7th, 1872 the ship departed New York with Captain Briggs, his wife, their 2-year-old daughter, Sophia, along with seven crew-members consisting of 28-year-old First Mate Albert Richardson, 25-year-old Second Mate Andrew Gillings, and 23-year-old steward and cook Edward Head. The four Germans serving as seamen were Volkert Lorenzen (29), his brother Boz Lorenzen (23), Arian Martens (35), and Gottlieb Goodschaad (23).

The ship was loaded with 1700 barrels of raw American alcohol bound for Genoa, Italy. The captain, his family and crew were never seen again.

Less than a month later, on 5th December, a passing British ship called ***"Dei Gratia"*** spotted the *"Mary Celeste"* at full sail and adrift about 400 miles east of the Azores, with no sign of the captain, his family or any of the crew. Aside from several feet of water in the hold and a missing lifeboat, the ship was largely undamaged and loaded with sufficient food and water for 6 months.

The *"Mary Celeste"* was now under the command of Oliver Deveau, the 1st Mate of the British brigantine *"Dei Gratia"*. Deveau's ship had left New York eight days after the *"Mary Celeste"* with both vessels heading into the Mediterranean Sea. The *"Dei Gratia"* had caught up with an abandoned *"Mary Celeste"* 370 nautical miles east of Santa Maria Island in the Azores, midway between Santa Maria and the Strait of Gibraltar.

On 18th December, the Vice-Admiralty Court of Gibraltar held its first session to check the salvage claim made against the disabled ship and her cargo. The presiding Justice was Sir James Cochrane, a British Knight and the Commissary of the Vice-Admiralty Court. The Queen's Proctor, was Frederick Solly Flood. Flood was suspicious from the moment he heard a crew member from the *Dei Gratia* say that the ghost ship was *"fit to sail around the world with a good crew and good sails."* He immediately ordered, and personally attended, a survey made by John Austin, Surveyor of Shipping at Gibraltar, and Ricardo

Portunato, a diver. However, this official inspection, undertaken two days before Christmas, failed to uncover any evidence of a crime.

Flood spent the holidays mulling over the case. He had convinced himself of foul play so he ordered a second detailed survey. He now saw the mystery of the missing crew as his big chance to make a name for himself. He was right. The story of the ghost ship quickly spread around the world. However, salvage for the "ghost ship" found no evidence of foul play.

After the enquiry, the fate of the *"Mary Celeste"* slipped from public interest but was re-awakened in 1884 when Sir Arthur Conan Doyle (author of Sherlock) wrote a short story about a ghost ship that fell victim to an ex-slave seeking vengeance in *"J. Habakuk Jephson's Statement"*. Conan-Doyle's sensationalistic account, printed in Cornhill Magazine, set off waves of theorizing about the ship's fate. Even Attorney General, Flood revisited the case, writing summaries of his interviews and notes.

Why would an experienced captain such as Briggs, or his sailors, abandon a perfectly sound ship? According to the last entry in the ship's log book, made that morning, *"Mary Celeste"* was within sight of the Azores island of Santa Maria, some 500 miles from where the *"Dei Gratia"* would find it 9 days later.

Theories over the years have ranged from mutiny and pirate attack to assault by giant squid and even aliens. More plausible theories propose an explosion caused by fumes from the 1,700 barrels of crude alcohol in the ship's hold. Although nine barrels were empty, the cargo was found to be intact.



***A typical half brig from the period
Next Month – some theories
about the fate of the ghost ship
"Mary Celeste"***

WHAT HAPPENED AT THE LAST MEETING

Peter Kerr, who is well-known to members as running a slipway on Cabbage Tree Creek and owner of yacht *"Pagan"* brought along a 10' strip plank 25kg dingy and a 16 kg carbon-fibre tender that he recently built.



The strip-planker was constructed of 6mm balsa & cedar and covered with 300gm plain weave glass (inside and out)

The carbon- fibre tender was vacuum-bagged and whilst the weight and design was amazing, the process is a bit complex and probably beyond the ability of most members.

Both boats were designed by him using CAD (Mac Surf) program and mould were cut using CNC.

His message:

- Use peel-ply when glassing to save a lot of sanding
- Put rope around gunwales of tenders to prevent dents and damage
- Construct inwales of blocks and lighter inwale material to save weight and to allow removal of water and sand by tipping the boat over of its side.
- Gaff rigs have the advantage of allowing spars to be carried within the boat (usually).
- Boats should be fit-for-purpose i.e think about what you want to do with the boat – don't just fall in love with the pictures. Think about the shape and the effect that it will have on the performance and what you want to do with the boat.
- Bad design + Good build- still = a Bad Boat!

And...

Jim Jones showed a great little move and photos of the recent Goolwa Boat Festival.

SHOW, TELL, ASK

Hint from Ron for the athletically-challenged persons:

Use a substantial bow rope on canoes and paddleboards to pull on when getting out and to lower yourself into the canoe. – Winch optional!

If you wrote an article for the LOG, This space could be yours....

Blank space is a waste of space when you could write about :

- A boat you have built
- A handy gadget you have seen or used
- A hint or best practice
- A boating trip etc etc

It's nice to share- your knowledge and experience is valuable.



2017 CALENDAR OF MESSABOUTS & EVENTS

One day, weekend and week-long Messabouts and big events in 2017

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 Phil Brown: 3820 8082

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 situations).

MONTH	MESSABOUT	EVENTS
JUNE	➤ 21st Big Boat Day ex Pinkenba or Manly to Mud Island – Host Ian Mortleman Ph 0413 457 656 BOOKINGS ESSENTIAL	
JULY	➤ 8th Lake Wyaralong (near Beaudesert) Paddle, sail, row day Host Phil Brown 15th MESSABOUT PLANNING MEETING 10 am at Maritime Museum ➤ 17th – 22nd Somerset Dam Camp Week	23rd Flinders Day Coochiemudlo Island
AUGUST	➤ 11th – 13th Caloundra Messabout – option to extend until 18th	25th -27th Brisbane Boat Show @ Convention Centre Boats and Volunteers needed
SEPTEMBER	➤ 10th – 16 Yamba on the Clarence	
OCTOBER	➤ 16th – 20th Lake MacDonald Camp	8th Boaties Market Victoria Pt School 8th Open House Day at Museum – boats on display 20th – 22nd Tweed Classic Regatta



COMING EVENT DETAILS

Mark your calendar now

21st JUNE (Wednesday) – BIG BOAT DAY leaving Manly to Mud Island. Here's a chance for skippers of small boats along with their partners to enjoy the comforts of a big boat where you will probably not get wet. BYO Tucker. Host Ian Mortleman Phone 3390 6977 or 0413 457 656

BOOKINGS ARE ESSENTIAL to allocate you to a vessel NUMBERS ARE LIMITED!

8th JULY LAKE WYARALONG DAY TRIP – Phil says: Elaine and I went for a drive via Beaudesert on to Wyaralong Dam, Damn, Lake, or wotteva, 14 km outa Beaudesert on Boonah road, well signed in Beaudesert and turn off on Boonah Rd. Lake or Dam is narrow and long. No fossil fuelled motors allowed.

Rowing Queensland has a course there, often used by GPS Schools. Boat ramp at day visit area, sealed, straight, relatively steep, slippery below water line. Not a lot of infrastructure here, some Barbeques and shelter sheds. Need oars, paddles or electric, dam is not wide. Should be no problem to row/paddle to shore. Typical inland dam where winds could be fickle. Ramp suitable for trailer sailers, but make sure parking brake is sound, or you could dip headlights. Country is looking good at moment, Beaudesert is good for any needed supplies or bring all with you. No retail at site. Dam is full but not spilling. You are the Skipper, your call. Host Phil Brown 0416 057 27

17th – 22nd Somerset Dam Camp Week – Stay @ Lake Somerset Holiday Park <https://www.lakesomerset.com.au/> 1800 606 759 Phone: 5497 1093 From \$27 p.n but 4 nights for cost of 3 available. Consider sharing sites

23rd July Flinders Day at Coochiemudlo Island. Markets start at 0800, the parade is at 1000. The re-enactment of Flinders Landing will be at the eastern end of the SOUTHERN BEACH where the markets are. Flinders will



land about 1140 and take a sextant reading at 1152. Flinders will be rowed ashore in our classic dinghy and the sextant he will use is vintage circa 1810. If the weather is good it usually is a most enjoyable day.

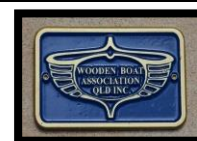
WBAQ MARKETPLACE

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.

WBAQ MERCHANDISE Identify your boat or yourself with WBAQ signage.
Cloth Badges \$8; Stick-on labels 50cents. Metal Plaques MkII \$10. BURGEES \$15. PROVIDE your own shirt and have the WBAQ Logo printed in white for just \$5. **See the Merchandise Table at every meeting**



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 Jon Elcock 0413 945 377 jonelcock@optusnet.com.au

FOR SALE Converted yacht to motorboat. Would look good with a cuddy cabin
 No motor or trailer. Fast hull Only \$150 Contact Ed Elcock 0400 558 103



NEW! HARTLEY TS18 SAILS – Free to member who will put them to good use!
 Fractional Rig Good condition - Contact Geoffrey Price 4687 7596 Located at Rangeville Toowoomba

ROUGH SAWN VERY OLD OREGON LONG LENGTHS SUITABLE FOR MASTS, SPARS AND OARS Located at Maleny and Bunya - Contact Ray Stewart 0421 504 329 Fairly-priced –now hard to get!

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(Advertisement)

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