

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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JULY 2017

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



## BIG BOAT DAY

STORY INSIDE

Photo: Ian Mortleman



## Wooden Boat Assn Qld Committee

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- **Secretary** Phil Brown 0416 057 277
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- **Committee** Ian Trail, Doug Graham, Ian Primrose (Log Editor), Peter Jensen
- **Events sub-committee** –Phil Brown
- **Messabout Co-ordinator**  
Darrell Spiers 3298 5394
- **Librarian** – Mac Finch
- **Merchandise** Leo Sines

## 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](mailto:info@woodenboat.org.au)  
**St Ayles Skiff Sub-committee**  
Steven Ainscough- Leader  
[communityrowingqld@gmail.com](mailto:communityrowingqld@gmail.com)  
**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:  
[imprimrose@powerup.com.au](mailto:imprimrose@powerup.com.au)

### 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

### Decisions – To Replace or Repair? – That is the question

My trusty 34 year old Johnson 7.5hp two stroke outboard failed during the first day of the Southern Moreton Bay Cruise. Being a twin cylinder motor, I was able to motor back to our launching site and retrieve the boat. The motor exhibited the same symptoms as it did two years ago so I had a good idea what the problem was. After disassembly, my suspicions were confirmed. The crankcase had developed a pinhole in the water jacket surrounding the exhaust chamber in exactly the same place as last time. It appears that the welding carried out last time had an area of porosity that allowed cooling water to enter the exhaust chamber. After a few seconds of running on both cylinders, the water pump would build enough pressure to force water through the exhaust chamber, the exhaust ports and into the lower cylinder. The motor would then only run on the upper cylinder.

I stripped the motor and protected the internal components immediately. Initially, I thought all that I needed was to repair the porosity, replace the seals and gaskets - \$200.00 tops. But on close examination the bottom seal area on the crankshaft had some pitting. A replacement crankshaft from the USA would double the cost of the repair. But I found a new crankshaft complete with bearings and seals in France for a quarter of the USA cost.

I then started looking at other factors, age of the repaired motor, would the weld be better this time and the crucial ones, environmental concerns with pollution and increasing restrictions on where could I use a two stroke motor.

As much as I hate throwing repairable machinery out, I had to concede to the last two factors, pollution and restrictions on a two stroke. But what to replace the motor with? Obviously not a new two stroke. I needed a four stroke motor of about the same horsepower and weight with the capability of charging a battery,

the ability of fitting a fine pitch propeller and a long shaft. It appears that the trailer-sailer market is getting smaller as new outboards with these features are scarce in 2017.

I had to delete a four stroke twin cylinder outboard due to the weight but I did find one that met the requirements - A 6hp single cylinder.

Things I will miss with this decision is the pleasure in repairing a motor and the ability to get home on one cylinder. Have I done the correct thing by replacing instead of repairing? Only time will tell.

If you have faced a similar dilemma, we would like to hear about it in an article for **THE LOG**

*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. Filling & fairing has been completed to an acceptable standard. The bottom was then fibreglassed with 125gm cloth embedded in epoxy, followed by a layer of peel ply, which was subsequently removed.

**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:*

**Daniel Phillips**, of Wynnum – Daniel currently has under construction a Chesapeake Light Craft “Passagemaker” 11’7” lug rigged pram. He heard about the WBAQ from another member.

**REPORTS**

**BIG BOAT DAY**  
*Story Ian Mortleman & Photos: Ian & Ed Elcock*

It didn’t look good on the Monday with up to 30 knot winds in southern bay at times; Tuesday it improved but still blustery. Weather forecast suggested a drop off in wind strength by Wednesday and yep they were right, for once.



Wednesday 21<sup>st</sup> dawned calm and clear, and by just after 9 am all were aboard, all 9 of us, which was a comfortable number for *MV ATRIA*.



*PLAYSTATION* was rigged and set off with us from the ramp next to Brisbane Coast Guard at Manly harbour. Destination north of Mud Island, often referred to as “Club Mud” - not sure why.



*PLAYSTATION* (NIS 18) sailed to west side of Green Island and St Helena island while *MV ATRIA* motored the long way around, heading to eastern side of the island group, thereby making good speed with an outgoing tide.



*These “kids” need a screen-free day! ☺*

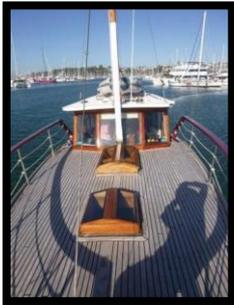
We met up with *PLAYSTATION* on Eastern side of Mud Island, and they too had made good speed. Together we anchored close into a bay on northern side of Mud Island, with *PLAYSTATION* rafting up to *MV ATRIA*. Lunch was the order of the day with now 11 on board *MV ATRIA* had the most people ever on board at once.

Come around 1pm the Skipper announced it was time to go, but no one moved. Ok let’s start the trusty old Gardner engine, he, he that galvanised all into action, *PLAYSTATION* cast off, *MV ATRIA* up-anchored, with mud attached, and off we sailed. By now tide had turned, so good speed made on run home. There were a few shallow spots around St Helena that I don’t recall, but it was low tide. This caused Skipper to slow down and make sure we were on track.

Someone asked what top revs were for the GARDNER well let’s find out , down went the throttle lever, yep 1500 RPM, Boat bow lifted about 3 inches bum sat



down a bit and 8.5 knots achieved albeit for a short time before back to cruising revs of 1000 to 1100 RPM.



We arrived back in Marina and everyone off home by 4 pm having had a comfortable day out on wonderful Moreton Bay trip- destination "Club Mud".

Ian Mortleman *MV ATRIA*

**LAKE WYARALONG MESSABOUT**

8<sup>th</sup> July

Story: Phil Brown Photos: Steve Ainscough



*Phil Brown's Joey*

Friday July 7<sup>th</sup> was a miserable day, bleak, cold, and showery. Saturday July 8<sup>th</sup>, the day of the Messabout, could not have been more opposite.

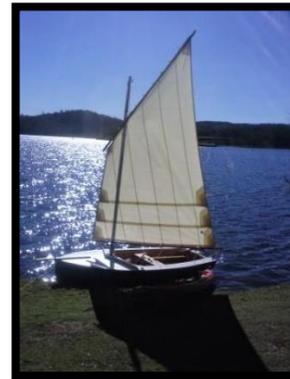
Lake Wyaralong is situated fourteen kilometres west of Beaudesert, on the Boonah road. The Lake (what happened to Dams?) has a two kilometre, ten lane rowing course. This is part of rowing Queensland and is used by GPS schools. There is also fishing on the lake, sailing and paddling. The only motors allowed on the water are electric, so no fossil fuelled power. We had six watercraft, comprising dinghies and canoes. The water was glassy early, but a slight breeze arrived by midday. If the strength of breeze got to two knots I would be surprised.



*Phil's "Uncle John's Skiff"*

A very pleasant surprise was the official launch of Ron Prescott's new canoe "Downing Street" ??? Maybe that is not correct. However as Ron said it is a work in progress, as all boats seem to be, but it now has a couple of kilometres on the transom.

The shelter shed was a popular place, and we had many spouses with us. Two members and their spouses came for a picnic day, and to check out the venue.



*Steve Ainscough's Dragonfly sporting a balanced lug sail*

The day was another successful Messabout..

**PFD's and PERSONAL SAFETY!**

Phil Brown

On a recent outing, a paddler exited his canoe in a quite normal, but unexpected way, via capsise. He was wearing a PFD of the vest style.

**HOW DO YOU** handle floating, swimming, guiding, or re-entering your vessel wearing such a device?

This person found his vest floated upward on his chest, making use of his arms fairly difficult. So here he is trying to hold down the vest with one arm, and do the other necessary stuff mentioned above.

I know of another bloke that had the same problem. His solution was to fit a **crotch strap**, with a click together buckle as used on the vests over the zipper.

There was another incident at Wivenhoe, that is not much talked about and the person involved shall remain anonymous. He was sailing alone when he fell overboard. He was wearing an automatic, self-inflating PFD. He was floating Ok but his boat sailed away. He could not swim after the boat due to the now cumbersome thing around his neck that had auto-deployed. He managed to get to shore fortunately, but had to walk a few kms to retrieve his boat that had come to rest on another shore (again, fortunately).



Self-inflating PFDs will save you if you are knocked unconscious but a manual type could be better in some (most) circumstances where you can elect to deploy it or not.

As the song says: "You'll never, never ~~walk~~ sail alone".

I suggest we should all try how we cope with our flotation devices. I know I will.

*Happy, safe messing about.*

## Nautical terms in common use

### Toe the Line -

When called to line up at attention, the ship's crew would form up with their toes touching a seam in the deck planking.

Today, to **toe the line** means to follow direction or to comply with an instruction, - to be compliant.

(Often included or implied in conversations between parents and teenagers!)

## WEBWATCH

*GO BOATING WITHOUT GETTING WET*

From Jon Elcock

<http://www.boat-building.org/learn-skills/index.php/en/wood/caulking-2/>

## THE GREAT LAKES- GREAT PHOTOS

### From Member- Gerry Luhman

"This message has been recently received from the wife of an old army buddy in the State of Washington, USA. Quite amazing images and thought members may want to see them..."

### "Force of Lake Erie Storm Waves:

Lake Erie is the fourth largest lake (by surface area) of the five Great Lakes in North America and the thirteenth largest globally if measured in terms of surface area. It is the southernmost, shallowest and smallest by volume of the Great Lakes, and therefore it also has the shortest average water residence time. Lake Erie's northern shore is bounded by the Canadian province of Ontario, with US states of Ohio, Pennsylvania and New York on its southern and easternmost shores and Michigan on the west.

**PS:** The Great Lakes are actually not lakes. They are inland seas! The *Edmond Fitzgerald* sank in

*Start thinking about Photos for our 2018 Calendar*

November of 1975 in a horrible hurricane on Lake Superior ... 100 mph winds and a blizzard of blinding snow & ice. [More ships have sank in the Great Lakes than anywhere else!](#)

The following photos give you some idea why.

Looks like the ocean but it's the Great Lakes.

Dave Sandford recently spent time on Lake Erie shooting the Great Lakes turbulent fall season. From mid-October to mid-November, the long-time professional sports photographer travelled each week to Port Stanley, Ontario, on the edge of Lake Erie to spend hours taking photos.

This series of images shows what this Great Lake looks like after the sunbathers and boaters leave and the weather begins to turn.

His goal was to capture the exact moment when lake waves driven by gusting winds collide with a rebound wave that's created when the water hits a pier and collection of boulders on the shore.



The best way I can describe the water is it's like a washing machine. It's not like ocean waves, where you have a nice set that's rolling in. They are really erratic, they go all over the place, and there is a strong undertow there so it can be a very dangerous place."



**For more of these spectacular photos go to:**

<http://www.boredpanda.com/the-freak-liquid-mountains-of-lake-erie/> (Thanks, Gerry)



## TIMBER FOR BOAT BUILDING

Compiled by Ian Primrose

**CALANTAS** (*Toona calantas* syn. *Cedrela calantas*.)

**Family:** *Meliaceae*

**Other Names:** Surian (Indonesia, Malaysia), Kalantas, limpaga, New Guinea cedar

**Description:** Heartwood is light red to red-brown, sapwood is pink-grey, Grain is straight or interlocked and wavy. Texture moderately coarse. The wood is very similar in appearance and odour to Australian red cedar, *Toona ciliata* (*Toona australis*)

**Calantas** is soft (rated 6 on a 6 class scale) in relation to indentation and ease of working with hand tools although heartwood can be harder. Easy to work with hand and machine tools if blades are kept sharp. The timber is inclined to be 'woolly'-(reverse plank through thickness/planer should this happen). No difficulty has been experienced with the use of standard fittings and fastenings. Gluing can be difficult in occasional material exhibiting resin exudation but generally takes epoxy well.

**Finishing.** Stains, polishes and varnishes well (you wouldn't want to paint it!), except for occasional material exhibiting resin exudation. Goes darker when initially exposed to sunlight followed by bleaching and greying after a long period of exposure if unprotected.

**Uses are mainly decorative.** Suitable for small boat building in transoms, seating, masts & spars as well as in boat and ship interiors. Good features for strip-planking. Good for feature parts. General other use includes: Panelling, doors, joinery, furniture, carving, veneers and turnery.

**Density 480kg/M3 at 12% moisture.**

Can be purchased from Britons Timber, Narangba but experience has shown their service to be poor.

## THE GHOST SHIP "MARY CELESTE"

Condensed / compiled by Ian Primrose from various websites

A typical half brig from the period

### Part 2

Last month we told the story of the "ghost ship", the **Mary Celeste** that in 1872 was found without any person on board after sailing under full-sail and crewless for 500 miles over nine days or so. From the day she was recovered, there was



speculation about the cause of her fate. These included some plausible theories to some totally outlandish claims. Theories include a crew mutiny; pirates, alien abduction; alcohol explosion; water spout or tornado and so on. Discounting the "Alien Theory" immediately, here a few of the more plausible possibilities. I guess we will never know the true cause of the *Mary Celeste's* fate, so the speculation continues....

**THEORY:** On its previous voyage, the "*Mary Celeste*" had carried coal and that the ship had recently been extensively refitted. Coal dust and construction debris could have fouled the ship's pumps, which would explain the disassembled pump found on the "*Mary Celeste*". With the pump inoperative, Briggs would not have known how much seawater was in his ship's hull, which was too fully packed for him to measure visually. At that point, Briggs—having come through rough weather, having finally and belatedly sighted land and having no way of determining whether his ship would sink—might well have issued an order to abandon ship. Source: **Jess Blumberg - an intern at Smithsonian**

**THEORY:** Perhaps one of the most convincing theory relates to the ship's cargo of industrial alcohol. Whether due to turbulence or porous barrels, noxious alcoholic fumes may have escaped, either causing a small explosion or making the crew think an explosion was imminent. Briggs may have then given the order to temporarily abandon ship, with everyone piling into the lifeboat to sail behind the "*Mary Celeste*" until the danger had passed. The rope attaching the boat to the ship may have then come undone, leaving them to bob uselessly as the empty "*Mary Celeste*" sailed away, abandoning them to the awful immensity of the sea.

**THEORY:** Capt. David Williams, a sea captain with over 50 years of ocean-going experience proposes that the *Mary Celeste* could have been subjected to a seaquake.

He surmises that sometime after eight in the morning on the 25th November something dreadful happened on board the "*Mary Celeste*". The seaquake erupted, shaking the ship violently, knocking her wooden compass stand over and breaking the compass housing.

The vertical motion in the sea bottom transferred to the ship and bounced the large drinking-water cast loose from its chocks on the main deck, and danced



the huge cast-iron galley stove out of its chocks, likely flinging open the stove door or bouncing one of the top lids off to the side, allowing smoke and embers to whirl out of the stove. The severe vibrations also jarred the barrels of alcohol she carried, loosening the stays on nine barrels, spilling almost 500 gallons of raw alcohol into the bilge. The men pumping the bilge were so scared that they stopped what they were doing, leaving the sounding rod and the bilge valve on the deck. The sailors up in the rigging, in the process of setting the foresail and upper and lower topsail, were jolted so hard that they fell into the sea or landed hard on the deck, explaining why the fore lower topsail was only partly set. The foresail gear was left dangling, which tells us why the gear was later found broken with the clew lines and bunting gone. The fore-braces on the port side were placed out-of-order, no doubt due to the hysteria of the men. Some of the other running rigging was left hanging loose for the same reason, which explains why two sails apparently tore away from the yards and blew overboard during the time the "Mary Celeste" sailed as a ghost ship.

Before the first shocks ended, the entire ship began to permeate with alcohol fumes. Fearful of an explosion, the crew dropped whatever they were doing and ran to open the fore hatch to inspect the cargo, throwing the hatch cover to the side. They also quickly opened the lazarette hatch, and the fore and aft skylights in an attempted to air out the lower decks. However, they did not open the main hatch because the yawl was still lashed to the cover.

In a mad dash, someone grabbed an axe and quickly cut the yawl loose from the main hatch and everyone helped drag it over to the starboard rail. At this point, the man with the axe grabbed the main peak halyard from the belaying pin in the pin-rack, played-out a good section, placed the line on the rail and whacked it through, at the same time, making a deep cut into the rail. He let the loose end go, took the end of the line he had just cut off the halyard and tied it to the yawl.

They heaved the yawl over the starboard side and secured it with the line cut from the halyard. The Captain put his wife and daughter in the small boat, snatched his chronometer, sextant, and the ship's papers and jumped in. The crew joined them.

One of the crew secured the other end of the halyard to the rail and the yawl drew away. This was the standard procedure in those days when a ship caught fire. The idea was to tie your lifeboat a safe distance

off the stern and hope the fire went out before the vessel burnt to the waterline. The crew could pull themselves back on board when the danger was over and claim salvage to whatever remained.

The halyard securing the yawl to the stern of the "Mary Celeste" somehow parted or came unknotted.

**He asks:** "Would you try to catch up with your vessel and your valuable cargo, hoping the wind would change and turn her back into your little boat? Or, would you turn the yawl about and head back to the safety of Santa Maria? Capt Briggs had his sextant and charts. They would try to catch the *Mary Celeste*. Might they have lived for weeks on rainwater and fish?" He asks.

#### **Seaquakes are not uncommon, he says:**

The crew of the bark "Alhama of Arendal", sailing from Norway, abandoned their ship during a violent seaquake on December 20th, 1885, 13 years after the ghost ship "Mary Celeste" was found deserted.

**"HORRORS OF THE DEEP** A Crewless Bark Discovered and Terrific Shocks of "Seaquake" Experienced. St Johns N.B January 8 The British Bark "Isabel from Cadiz, reports passing a large Norwegian bark on the 20<sup>th</sup> Ult. The name of the bark is the "Alhama of Arendal". No vestige of the crew was found. Two days previous the "Isabel" experienced terrific earthquake shocks lasting 15 minutes. The thunderous submarine roaring was appalling. The ship was shaken in every fibre. The crew paralysed with fear broke through all discipline and cut the boats free. A cessation of shocks restored tranquillity on board".

The *Joyita*, a 70-ton ghost ship, was found in October 1955 abandoned not far from Fiji, Island. The marine surveyors blamed it on a seaquake.

#### **Seaquake Blamed for Ghost Ship.**

Auckland, New Zealand- Marine inspectors today completed a preliminary survey of the 70 ton" ghost ship" "*Joyita*" and reported the disappearance of her 25 passengers and crew could be explained in only one way- a "seaquake".

The *Joyita*, now at Suva Fiji Islands, was found drifting in the South Pacific three weeks ago. She had sailed from Samoa on a two-day voyage to Tokelau Islands on Oct 3. A big air-sea search uncovered no "trace of the missing passengers and crew". The Fiji government ruled out piracy.



No matter how you look at it, you find yourself confounded by the contradiction at the heart of the mystery; A captain only ever abandons a ship if there's no other option.

The "*Mary Celeste*" would sail under different owners for 12 years before its last captain deliberately ran it aground in Haiti as part of an attempted insurance fraud. The ship ended but the speculation continues!

## SOURCES & RESOURCES

### 2 Interesting products

#### Sanding "Glove"

Ian Mortleman says...

*I bought this at Wooden Boat Show in Hobart but it comes from Qld. The SANDI HANDS is the handy glove that sands. I tried it out on MV ATRIA mast and it worked well. Check it out at*

<http://www.sandihands.com.au>



Mitre Gadget Thing - Jim Jones says...

*'I have not seen anything like this before'.*

<https://miterset.myshopify.com/>

**TRAILER BOAT SPARES 786 Boundary Rd, Coopers Plains – Mention WBAQ for 10% discount**

## UK MARITIME MUSEUM GOES BROKE!

*For interest or action as you see fit!*

**SCOTTISH MUSEUM RECEIVER'S SALE  
ONLINE AUCTION (Eyemouth, Cardiff & Lowestoft)**

Closing 12 Noon Wed 26th July 2017 \*

Being sold under the instructions of the liquidators of Eyemouth International Sailing Craft Association Limited (Eisca), a Scottish registered Charity  
MARITIME MUSEUM'S BOAT COLLECTION –  
Comprising: 270 Boats of Internationally significant importance from around the world. These range from an Arabian Pearling Dhow to classic racing Dinghies,

*Start thinking about Photos for our 2018 Calendar*

Trans-Pacific and other competition craft alongside other International working boats. It is thought that some go back 500 years but many are from the 19th century. This collection started life at The Exeter Maritime Museum (ISCA) in 1968 and has been significantly added to since that time under a new charity (Eisca). The collection is understood to include many of the last known survivors of their type in the world, constructed from Reed, Timber, Metals including Aluminium and Iron, and of course Glass Fibre.

Also to be included in this online auction sale are a range of Artefacts including a photographic archive, Library and maritime ephemera.

The entire contents of Eisca locations throughout the UK will be auctioned individually, here online, closing online Wednesday 26th July at 12 Noon \*

See Catalogue <https://www.sweeney-kincaid.com/Sales/SaleDescription.aspx?SaleId=3112>

## LAUNCHING



Photo Steve Ainscough

Ron Prescott launched his Wee Rob with a docked tail at the Lake Wyaralong Messabout. As it has a bobbed tail, it was referred to by those present as a "Wee Bob"

## WHAT HAPPENED AT THE LAST MEETING

No guest speaker but an interesting night of discussion. Mark Fort gave a resume of the plight of the Maritime Museum which appears somewhat dire without State Government assistance to get a commercial project up and running

## SHOW, TELL & ASK

**From Fiona:** Make your own Velcro sanding pads with flannel cloth from Lincraft and spray glue.



## 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
JULY	<b>15<sup>th</sup> MESSABOUT PLANNING MEETING</b> <b>10 am at Maritime Museum</b> ➤ <b>17<sup>th</sup> – 22<sup>nd</sup> Somerset Dam Camp Week</b> <b>Host Darrell Spiers 3298 5394</b>	<b>23<sup>rd</sup> Flinders Day Coochiemudlo Island</b>  <b>29<sup>th</sup> – 30<sup>th</sup> Gaffers @ CYC See below</b>
AUGUST	➤ <b>11<sup>th</sup> – 13<sup>th</sup> Caloundra Messabout – option to extend until 18<sup>th</sup> See Below</b>	<b>25<sup>th</sup> -27<sup>th</sup> Brisbane Boat Show @ Convention Centre Boats and Volunteers needed</b>
SEPTEMBER	➤ <b>10<sup>th</sup> – 16 Yamba on the Clarence</b>	
OCTOBER	➤ <b>16<sup>th</sup> – 20<sup>th</sup> Lake MacDonald Camp</b>	<b>8<sup>th</sup> Boaties Market Victoria Pt School</b> <b>8<sup>th</sup> Open House Day at Museum – boats on display</b> <b>20<sup>th</sup> – 22<sup>nd</sup> Tweed Classic Regatta</b>



## COMING EVENT DETAILS

Mark your calendar now

**17<sup>th</sup> – 22<sup>nd</sup> 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

**23<sup>rd</sup> 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 Hrs and take a sextant reading at 1152. Flinders will be rowed ashore in a classic dinghy and the sextant he will use is vintage circa 1810. If the weather is good it usually is a most enjoyable day.

**29<sup>th</sup> & 30<sup>th</sup> JULY GAFFERS RACE at Qld Cruising Yacht Club. Traditional & Vintage Boats big and small!** Long course and short course for dingys. See [www.qcyc.com.au](http://www.qcyc.com.au) for more information

**11<sup>th</sup> – 13<sup>th</sup> AUGUST CALOUNDRA MESSABOUT** One of our premier events that includes the Russell Lanigan "Race". Starting at the Powerboat Club on Friday night for a meet & greet; A sailing day Saturday; Dinner at the Tavern and more boating and the 'race' on Sunday. Too much boating is never enough! Extend longer and stay the following week if you wish. Stay at **Golden Beach Holiday Park** 9 Onslow St Golden Beach Ph 5492 4811 or **The Moorings Resort**, 88 Esplanade Ph Warren or Rebecca **5492 1388** Stay Friday and Saturday in Studio Apartment – Basic from \$260 / deluxe from \$320 (sleeps 2) Other apartments available to sleep more. (mention 'Wooden Boat' for this deal) [www.mooringsbeachresort.com.au](http://www.mooringsbeachresort.com.au)

## WBAQ MARKETPLACE

*Members - advertise for free here for 3 months! Boats, tools, accessories etc*

*WBA Qld accepts no responsibility for the accuracy of the information provided by the vendor, nor can it act as an agent in relation to any item listed. It remains the responsibility of the vendor and the buyer to verify the accuracy of information posted and to agree on the details of sale*



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

**WBAQ MERCHANDISE** Identify your boat or yourself with WBAQ signage. Cloth Badges \$8; Stick-on labels 50cents. Metal Plaques MkII \$10. BURGEEES \$15. PROVIDE your own shirt and have the WBAQ Logo printed in white for just \$5. See Leo at 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 Leo Sines 3843 1422 or 0418 781 756 [ejsines@bigpond.com](mailto:ejsines@bigpond.com)

**BARGAIN - FOR SALE** – Motor boat suitable for a small outboard motor. Originally a 16 foot skiff sailing boat, this boat has been converted to a light weight motor boat that performs well when powered by a small outboard (e.g. 3.3hp). The transom has been strengthened to take a small outboard, there is adequate room, and it is fitted with built in buoyancy in the bow (large tank / storage) and stern (part foam filled, part storage). It is on a custom made cradle which could fit on a box trailer with an extended drawbar. Does not include a motor. Price \$100. Contact Ed Elcock phone 0400 885 103



**GIVE AWAY!** Aluminium mast FREE. 6.3m long, 90x60mm section with mast cap, sail track, hounds fittings and gooseneck track. Was fitted to a Hartley TS16. Contact John Milne 0414602204

**NOMINAL COST- Unfinished Project 38' Hull, Cat Engine and a lot of bits. Age/ health prevents completion – Located at Salisbury. Call Mandee 0407 645 153 to discuss**

**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!**

### **Boatcraft Pacific** (Advertisement)

The best source for all your boat building materials.

- Bote-Cote marine coating resins. 2:1 Amine blush free optimised for Australian conditions
- Epox-E-Glue A pre gelled 1:1 epoxy glue.
- Purbond Single pack waterproof adhesive ideal for strip planking and joinery.
- Aquacote Water based high build epoxy primer and water based 2 pack polyurethane top coat. Very high performance two pack paints without the fumes and health worries.
- Cop-R-Bote antifouling. Copper metal permanent antifoul that really works.
- Fibreglass Woven and knitted reinforcements, the widest range of weights and constructions.
- Timber and Plywood. Marine plywood and long length clear hoop pine, WRC and Kiri.
- Silicone Bronze and Copper fastenings. The largest range in Australia.
- Davey traditional bronze ship and boat fittings. Plans. We can supply a wide range of boat plans. Come and browse our catalogues. Save money with our material packages.

46 Chetwynd St Loganholm, Qld 4129 Ph 3806 1944 Fax 3209 7711

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

### **BoatCraft Pacific (Sunshine Coast)** (Advertisement)

#### **Sunshine Coast boatbuilders !**

BoatCraft products now available ex stock from our Noosaville location

Bote-Cote Epoxy – Epoxy Glue - Purbond – Aquacote – Fibreglass – Timber – Marine plywood

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



## Ahoy all ships & boaties... Mark your calendars!

**Friday 20th - Saturday 21st - Sunday 22nd October**

Greetings to all...

Firstly the committee extends their thanks and appreciation for your attendance last year.

The Ivory Tavern and Marina are now separate entities as the Tavern was sold earlier this year, the tavern has been refurbished in a boatshed maritime theme which is great for our Saturday evening activities. The marina was retained by the original owner and will still support this years event with berths subject to availability. Further details in due course. From our feed back, the general consensus is that over all it was a successful event... and I'm sure you'll agree the awards night was one of the best so far.

It seemed that being on the marina made way for more social activity, and people being able to put faces with boats. We believe many new friendships blossomed.

But... as information filters down, we have heard the on water activities were missed. So this year our efforts are to get the right balance.

So on that note the Saturday cruise up the Tweed is back by popular demand. Details to be confirmed.

### Accommodation

In regards to accommodation, due to mis communication last year the various tourist parks were booked by fishing clubs etc so we ask that you plan ahead and book early. Below are a number of well located parks.

By far the Boyds Bay Holiday Park is ideally located literally on the other side of the bridge adjacent to the marina.

It features a boat ramp in a protected small bay. Similar to Hacienda.

1. Boyds Bay Holiday Park - 3 Dry Dock Rd. Tweed Heads South - Ph: 07 5524 3306 Onsite Boat Ramp - [www.tchp.com.au](http://www.tchp.com.au)

2. Colonial Tweed Holiday & Home Park - 158 Dry Dock Rd Tweed Heads South - Ph: 5524 2999

(No boat Ramp - No Pets) [www.colonialtweed.com.au](http://www.colonialtweed.com.au)

3. River Retreat Caravan Park - 8 Philip Parade Tweed Heads South - Ph: 07 5524 2700 (Small pet friendly - 500m to boat Ramp) [www.riverretreatpark.com.au](http://www.riverretreatpark.com.au)

4. Hacienda Holiday Park 37-63 Chinderah Bay Dr Chinderah Ph: 02 6674 1245 (Boat Ramp) [www.haciendacv.com.au](http://www.haciendacv.com.au)

### Your Support

The event will as always rely on your participation. **Can we ask that you please notify us as soon as possible of your intention to attend.** This will help the Committee immensely to organise the event.

### Communication & Replies

**Again, this year we will only communicate via email.**

Our email is able to be viewed by all the committee members so please feel free to contact whom you know and pass it on to anyone that might be interested. Email: [tweedriverclassicboatregatta@outlook.com](mailto:tweedriverclassicboatregatta@outlook.com)

We hope to see you all back this year for another Great Regatta. Further details, registration costs and programme will be emailed mid -August.

### Enquiries

Bob Modystack 02 6672 5808 - 0417 714 456  
Mel & Mick 0422 742 642