

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

# THE LOG

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P O Box 210  
Mt Ommaney Qld 4074

OCTOBER 2020

"In order to be a successful sailor it is not necessary to  
hang a tar bucket about one's neck"

*Joshua Slocum "Sailing alone around the World" 1897*



***Paul McShea's Flint and Barrie Baker's Coresound 15 at Wivenhoe***

*Photo provided by Paul McShea being gifted to him by another camper*



## Wooden Boat Assn Qld Committee

- **President** Jim Jones 0408 443 291
- **Vice-President** Ian Mortleman
- **Secretary** Trevor Green 0409 696 679
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- **Treasurer** Wayne Aberdeen 0418 752 523
- **Webmaster** John Tennock
- **Web content/ Publicity & Speaker Co-ord**  
Malcolm Hodgen 0400 075 931
- **Committee** Ian Trail, Ian Primrose (Log Editor),  
Jon Elcock, Doug Graham
- **Messabout Co-ordinator**  
Darrell Spiers 3298 5394
- **Community Liaison Officer** Ian Mortleman  
0413 457 656 or 07 3390 6977
- **Merchandise** Leo Sines
- **Librarian** Alex Malcolm 0439 064 929

## Regular Meetings and Activities

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

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

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

**MEETINGS**  
**See inside for details**  
**Messabouts are being run**

### 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

#### 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](mailto:imprimrose@powerup.com.au)

**Contributions to "The Log":** Contributions to "The Log" by members of the Association on relevant topics are most welcome. Contributions may be edited before publication at the Editor's discretion. By submitting any material for publication the Contributor warrants that he/she is the copyright owner, and consents to both the editing of the material and its publication in 'The Log' and on the Association's website, on a royalty free basis.

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



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

## FROM THE CAPTAIN'S CABIN

*Jim Jones, President*

With the easing of COVID restrictions the Committee decided to begin holding our monthly Member meetings as we normally do on the second Tuesday of each month. With their kind permission, we will be holding these meetings at the Wynnum Manly Mens Shed for the next couple of Months. We thank the Mens Shed Committee for this.

As you know the Committee submitted a Licence Application to the Brisbane City Council in November 2018 to occupy parts of 39 Argyle St at Albion. Since that date we have been negotiating with the Brisbane City Council on Licence details and allocation of areas between the four parties involved. At the end of last Month, we received a proposed Licence Agreement from the BCC which allocated the Association a workshop area, an office and use of the common areas of the toilets, kitchen, a reception room and outside grass areas.

However, the meeting room area was not included in the common area as was our understanding throughout our conversations, both verbally and by email with the Council and the other parties. The meeting room has been allocated to one party with whom we have to negotiate the use of the meeting room. We see this as unacceptable.

The Brisbane Paddlers and the Te Waka Dragon Boats are also disappointed with this decision.

At present the Association along with the Brisbane Paddlers and the Te Waka Dragon Boats are in talks with the Council in an attempt to have the meeting room included in the common area.

Earlier this month, Ian Primrose arranged a Shed Visit to two Member's sheds in Caloundra. These visits were entertaining and informative in that Members can see how innovative home boat builders can be. A lot of information can be shared between a group and suggestions from the visitors can help solve a building problem that the Host may have. If you have a boat under construction in your shed or lounge room, let me or Ian know if you are interested in a Shed Visit.

Last night at the Meeting, we had an informative and knowledgeable Guest Speaker, Jon Elcock. Jon gave an entertaining talk on some of the unusual and not well known features and symbols we see on our marine charts. It appears that all these symbols have a very good reason to be on a chart. They are not on a chart to mark your favourite anchorage or fishing spot!

Elsewhere in this Log are details of the Memorial Service to be held in honour of our passed Member and Librarian, Mac Finch. When I first joined the Association, all I knew of Mac was an elderly gentlemen who made sure that we were well served with drinks at our Meetings and who was in charge of the Library. I got to know Mac more when I became part of the Committee but I still did not know of Mac's past boating history.

We are a group of people of varied and sometimes intriguing backgrounds. Mostly, because we focus on why we are part of the Association, we only scratch the surface of the past rich history of our other Members. Maybe we should have a "My Show and Tell" segment at our Meetings.  
Keep Safe

Jim

## 2020 LAUNCHING TROPHIES

### LAUNCHING TROPHIES FOR 2020

Launched a boat this year? Get recognised for your effort with a memento that you can display and hand on to future generations. (*"The only thing I know about Grandpa was that he built a boat" ... maybe?*)

**Send details of:** name of builder, name of boat, date of launching and a photo to Jon Elcock by the November meeting.

[jonelcock@optusnet.com.au](mailto:jonelcock@optusnet.com.au)

## UNDER CONSTRUCTION

### NEW! DARRELL SPIERS

Photo shows twin fun self -designed kayaks being built for my two eldest grandkids, one 11 year old and one 7 year old.



As they say in boatbuilding, 80% of the work finished and 80% to go.



**BARRIE BAKER**

*For update - See Shed Visit Story, below*

**ALAN DELAC** Is building a Jim Michalak's Piccup Pram sailboat. He hopes to have it completed in the early spring. Ian Kirk is providing excellent advice whenever he needs help.



**UPDATE LEO'S WATER RAT**

I'm progressing slowly on my Water Rat. I try to do something every day. As a lot of members have been asking how it is progressing, I thought I'd show where I'm up to. Twin skegs are now fitted and the outside is ready for painting and turning over. This may keep some members happy now that they can see some progress. My aim is to receive a launching plaque at our Christmas party. (Yes, That's this year- 2020 )



*Leo's "Rat" still under wraps but flashing a bit of skeg.*

**UPDATED JOHN WALDUCK Kingaroy Member**

John is building the kit Oughtred "Penny Fee". John says: 'Not much activity this month. I am currently investigating a large piece of Oregon sourced locally (quite old and dry) that has been sitting in a shed for "years". May be OK for mast and spars. I now have painted the hull outside, and this has been "curing" for the past few weeks while I've been away. Next is to fit the brass rubbing strips to the keel, then turn her over. Cheers, John'



**RICHARD JENSEN**

I have been meaning to attend the meetings but life gets in the way, I hope to attend when they are restarted. I have been given two wooden boat kits by an elderly friend who is disabled and now in residential care. I have completed a "Nutshell Pram" and I am now in the process of constructing an Oughtred "Puffin".

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

**LAUNCHINGS**



**BRAVO / ZULU** Naval Flags meaning "Well Done"  
None this month

**NEW MEMBER  
A HEARTY WELCOME TO:**

**James McKay of Tweed Heads Sth** – who has a Goat Island Skiff, designed Michael Storer, fitted with



a Lug sail and no motor. It was built in 2009 James heard about us from another member.

Wed. 9/9/20. It turned out to be the only good day of the week, with great conditions for our outing.

**A MEMORIAL EVENT FOR  
MAC FINCH**

**SUNDAY 18<sup>th</sup> OCTOBER 11 am**

Memorial Service for Mac is to be held on the Vic Lucas Park, Quay St Bulimba. 10:30am for 11:00am start Sunday 18th October. All invited.



*Tom & Sue Malcolm in First Hope*

**OUR 2021 CALENDAR  
AT THE PRINTERS**

We set off from the beach beside the ramp at 10.00 to travel south on the Broadwater following the Weston shore. Points of interest included the boats on swinging moorings in the Labrador Reach, the public pontoons and other public facilities provided by the Gold Coast City Council in this area, including the development of the Broadwater Parklands including even more pontoons etc.



Celebrating the diversity and enjoyment of our boats.  
Cover photos, this year, are by Ed Elcock.

We then stopped for morning tea on a pleasant beach alongside the Jubilee Bridge.



*Ron, Sue, Tom & Darrell at smoko. Ed took the photo*  
After our first break we then entered the Nerang River proper and travelled upstream past TSS, “The Southport School” shore based facilities for Rowing alongside their Sailing facility. The next stop was Buds Beach across the river and a little upstream. This is a quiet developed park behind the busy Surfers Paradise Area.

**Our 2021 WBAQ Calendar** is at the printers and will be available at the November meeting and at selected places around Brisbane. We will also post.

See the November Log for details.

As in the past, the cost has been kept at **just \$10** (+ postage if applicable)

**REPORTS**

**BROADWATER CRUISE  
9th September**

*Story - Darrell Spiers  
- Photos - Ed Elcock*

HUEY, the god of weather for boating people was on board for our midweek cruise of the Broadwater on

As it was not yet lunch time it was decided to continue our cruise and wait for lunch.

On the return trip we followed the Eastern shore and travelled under the low bridges 2.4 m clearance to circle McIntosh Island and then past main beach to Marine Stadium locally known as “Bums Bay” so named



for the number of people living on various types of craft at anchor in this protected bay.

Next stop was for lunch the Northern Beach on Wavebreak Island, which is a man-made Island built to protect the Broadwater from the effects of weather and ocean at the seaway. This area is locally known as “Cowards Corner” for its ability to provide a pleasant safe anchorage in a south easterly blow.



***Darrell underway***

After lunch we travelled to Biggera Creek, the start of Runaway Bay for an afternoon coffee.

The other two boats then travelled back to the launching ramp for the trip home. Five members attended being Ron Prescott, Ed Elcock, Tom and Sue Malcolm and myself.



***Darrell amongst the high-rise***



***Boats on the Beach***

**SHED VISITS**

**1<sup>st</sup> October**

*Story & Photos - Ian Primrose*

Twelve intrepid members signed up for the Caloundra Shed Visits.

We gathered at the **home of Barrie Baker** who is building a boat based on a Jim Ingliss design. Barrie is no stranger to the task of boat building, having built a substantial steel boat and a significant (significant enough to live on!) yacht in a past life. With this experience behind him, he is tackling this one with ease – or so it seems.



The use of Jim’s design stops one plank below the gunwale line as Barrie has added an additional strake and is fitting a walk-through cabin in which to sleep. He has added another foot by adding 3 inches to each frame to allow enough spacing to accommodate the accommodation. Jim’s original boat is open and serves Jim most ably. Horses for courses!

Barrie completed all the bits and pieces first and this is a wise move as you don’t have the hull sitting about taking up space waiting for the fittings. The hull was started in February this year and has been surfaced on the bottom with Dynal and coated in Norglass paint using the roller and tip method. The result is first rate. Barrie is now working on the accommodation bit inside the hull and he is well-advanced on a first-class job.

It will be fitted with a catboat mast with Gunter rig

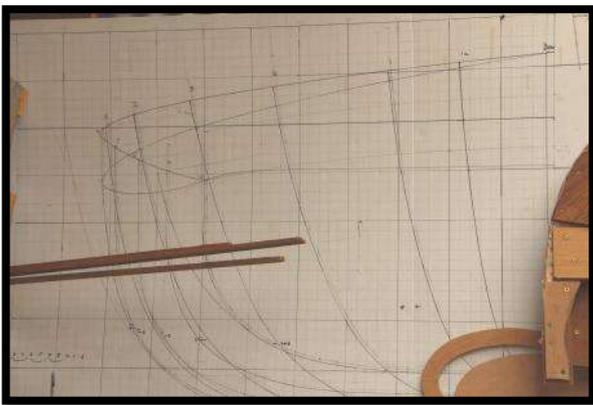
**Some Stats:** Length 5m (16ft 4”)

Beam: 1.9m

Mast: 4.3m

Yard: 4.2m

Boom: 4.5m

**Shed Sculpture****More Shed Art****When the going gets tough, the tough go to lunch!**

So that's what we did at the Powerboat Club. It was a nice lunch too, looking out over the water and chatting.

We then went to **Rod Ramsay's place** to look at his build – An Oughtred “Little Tern” – sometimes referred to as a “Willy Tern”. This is Rod's first boat-building project - a double-ender with beautiful lines as all Oughtred boats are.



For Rod, this has been an on again – off again project over a number of years broken up by travelling. He has enjoyed this building journey as much as the other

travel journeys and now he is close to finishing this boat.

The hull is finished and painted with Norglass – again rolled and tipped and the finish is superb. The same can be said of Rod's workmanship as he is a stickler for detail and the result is a work of perfection.

He has a tan lugsail ready to go from Switch Sails and all that remains is to finish off the inside furniture; give it all a few coats of varnish and step the mast. The mast has been made and at 15ft, it fits inside the boat as does the boom. A trailer is ready too and Rod is about to make some oars.

We suspect there could be a launching this year or early next.

**Stats:** Length 15'2"

Beam: 5' 2"

Mast: approx. 15ft

Boom & spar: approx. 2.4m

It was great to see, not only other people's work environments, (yes, there was an outbreak of shed-envy) but to see their boats under construction. I'm sure everyone learnt something from the visits and from chatting with each other.

Many thanks to Barrie and Rod for opening up their sheds for us to critique and to admire their work.

**P.S Barrie** has frames that he is willing to pass on if you are desirous of building a similar boat. Also his Coresound 15 will come up for sale eventually, so keep an eye on the Log.

**WEB-WATCH**

***Go boating without getting wet!***

Two videos showing Highlights of the **CALOUNDR** **MESSABOUT in August** about 5 minutes each

<https://www.youtube.com/watch?v=oqabk8mU4wQ>

<https://www.youtube.com/watch?v=xy-XxCtU2n4>

**WBAQ YOUTUBE CHANNEL**

**You can access these videos as well as instructional and informative talks at the link below. We are still learning so the quality may not yet be professional standard but we will get there! (...maybe)**



<https://www.youtube.com/channel/UCchFwtA0JjgH2zNa4x5vSZQ>

Press ctrl & D to add to favourites. Our Youtube channel can also be accessed through our website

#### TEMPLATES– My greatest woodworking tip 13 min

Use of templates demonstrated – Handy advice when making frames and other boat parts. Has a few annoying ads that can be skipped through- but worth the hassle. Well presented. Thanks, Leo

<https://www.youtube.com/watch?v=4QYIkBKivMM&feature=youtu.be>

**Wood Weight Calculator** – add the species or similar, length and size and it will tell you the weight of that piece. Could be useful when adding bits to your boat

<https://www.inchcalculator.com/lumber-weight-calculator/>

**Sailing Shoal Water** – a nice little 16minute somewhat instructional video on sailing in a small boat by Tony Smith

[https://www.youtube.com/watch?time\\_continue=900&v=fXvqEFGgbic&feature=emb\\_title](https://www.youtube.com/watch?time_continue=900&v=fXvqEFGgbic&feature=emb_title)

**Barton Catalogue** courtesy of Denman Marine, Tas who can supply this British-made gear. No prices but some useful information as to what is available and typical set-ups if you are fitting out a boat. PDF File.

<https://www.denmanmarine.com.au/image/data/Barton/Barton-Marine-Brochure-2018.pdf>

**Five things you can make with old tool cases**  
Thanks, Leo

<https://www.youtube.com/watch?v=-rfBYCJkvik&feature=youtu.be>

Another one from Leo

#### 5 Amazing and Useful Ideas for Drill Press Machine

<https://www.youtube.com/watch?v=S4rm8bmbV1Y&feature=youtu.be>

#### Incredible Huge Cruise Ship Production Process.

Amazing Timelapse Ship Building & Launch Technology 10 min Thanks, Leo

<https://www.youtube.com/watch?v=bywka6oybeU&feature=youtu.be>

## LOOKING AT THE THE SPRIT RIG

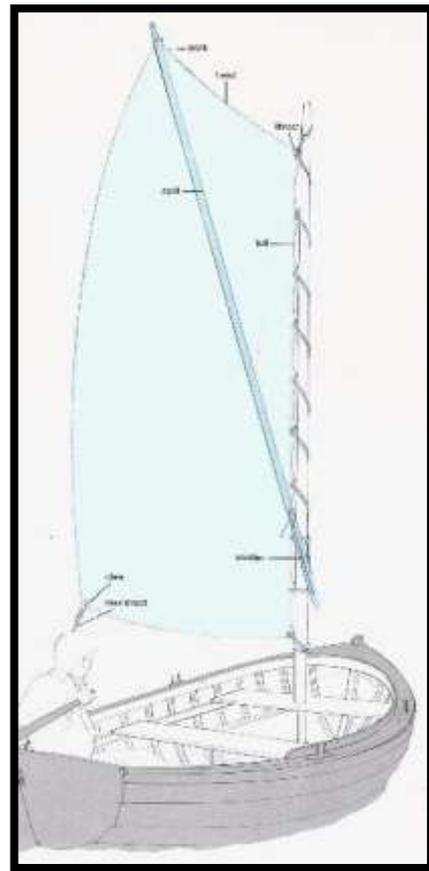
*Compiled by Ian Primrose*

### Extract from "The Classic Boat"

Time Life Books 1977

*Review: This is an informative, well-illustrated book if you can still find a copy at a reasonable price.*

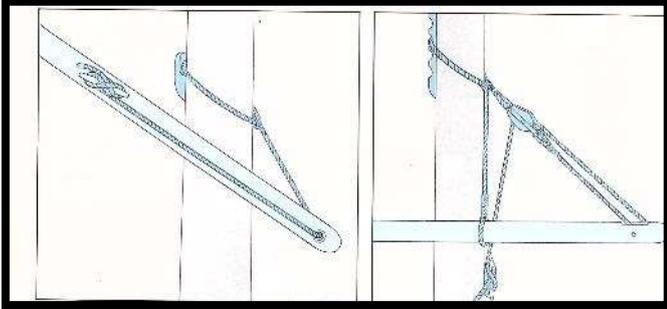
"The most common way of carrying sail on classic boats under about 20 feet long-dories, wherries, beach skiffs, gunning boats and the like – was a sprit rig. This is a three or four-sided sail held out from the mast on a narrow light-weight spar- the sprit-which is approximately the same length as the mast and which braces the sail at a single point, either at the head or the clew .



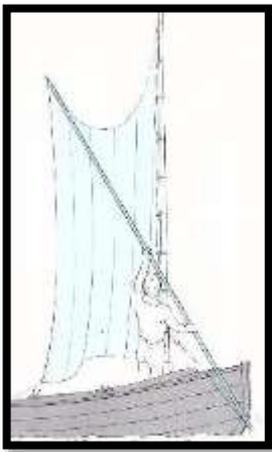
In the more usual form of the rig, the sprit is secured near the base of the mast and then extends diagonally upward to the sail's upper outward corner, or peak. The setup accommodates more sail area for given spar length than does the other basic variation in which the



sprit is set horizontally. But the horizontal rig offers its own advantage; it has a lower centre of effort and therefore greater stability.



In either of its incarnations, the sprit rig is wonderful to set up and to handle. As there are no shrouds or stays, a sailor can rig this boat in seconds by simply fitting its mast into its step. Once underway, he has only two lives to contend with – the sheet that trims the sail and a line called the snotton, that positions the sprit to the shape of the sail. At the end of the day he furls the sail by rolling it up around the sprit and then lashes the sprit to the mast with the snotton. Both spars are short enough so that when the sailor unsteps the rig he can stow sail, mast and sprit right in the boat”.



#### **MORE INFORMATION FROM Website**

[https://www.christinedemerchant.com/sail\\_sprit\\_sail.html](https://www.christinedemerchant.com/sail_sprit_sail.html)

**Christine says:**

#### **“Parts of a Spritsail**

The four corners are called Peak at the top, Clew at the far end of the Boom, Tack at the bottom near the Mast and Throat at the top of the mast. The four sides are the Head, Leech, Foot, and Luff. The Sprit runs from the Peak and attaches to the mast. The tension on the Sprit is adjusted by the Snotter!

Not all spritsails have booms, some are loose footed. The term loose footed is also sometimes used for a sail that has a boom but is not laced, only attached at the mast and at the end of the boom”.

#### **Advantages of the Sprit Sail for Dinghy Sailors**

“A spritsail allows a large area of sail to be set on a short mast. This means that the can be set on an unstayed mast. This by-passes all the difficulties and expenses associated with shrouds and stays.

This simplicity also translates in less hardware required (=less expense).

Because the mast is short it is easier to put up and often is made to fit inside the boat. The sprit is usually about the same length as the mast and also fits neatly in the boat.

The spritsail is usually laced on the mast. There is no halyard and very little to fuss with, once the sail is set. There is one sheet to tend, either from the boom, or from the clew corner of the sail if there is no boom.

Because the centre of effort is low there is less tendency for the boat to heel in high wind.

It is well behaved and simple to use.

It is easy to put away. The sprit is removed and the sail can be rolled around the mast. Often the whole mast is lifted and stored inside the boat with the sail still on. It makes rigging the boat quick when ready to go sailing the next time.

The spritsail was a favourite in working boats because the lack of a boom allowed for a clear deck with easy access to the hold.

The loose footed spritsail also allowed boats to pass through narrow channels by taking in the sail at the bottom.

The sprit sail compares favourably with more modern rigs in all points of sail except when pointing upwind. It matches speed while going downwind”.

#### **There are some disadvantages to the Spritsail**

“It is not simple to reef while underway. There are many ways of reducing sail. **Scandalizing** the sail (removing the sprit altogether or repositioning it to a lower position) and folding down the peak towards the tack effectively reduces sail area. It is also possible to brail in the sail by running a line on the far edge and pulling in the sail.



I run a line from the end of the boom to the top of the mast and cleated down near the adjustment line for the sprit. If I want to fold up the sail, it's easy to just pull on the line and the boom folds up to the mast. It's best to loosen the sprit. This allows me to get the boom out of the way if I want to row for a short while, or get the sail out of the way.

Another disadvantage is that if the spritsail is not set properly or if the sail is not cut well the sail peak can twist.

There is a good tack and a bad tack. On one tack the sprit interferes with the airflow. This is much less than expected on my boat, and on certain headings the so called bad tack is better than the good side. I don't understand why but it happens.

Like the other square sails such as the lug sails, it does not point upwind as well as the high ratio triangular Marconi rig. Adding a jib to the sprit sail rig improves the sail when heading upwind.

The boom can lift in a gust of wind. I've grown used to how it feels and can control it but when it first happens it is a surprise. I've experimented with running a line from the middle of the boom to the mast to act as a cunningham to control the lift. It works but it's just a nuisance so I just learn how to deal with it with my sheet".

*The Spritsail is a marvellously simple sail.*

## A HUMBLE MACKEREL DORY'S STORY

STAN WOOD

### AN OPEN LETTER TO MY GRANDSON, HENRY

Well, Henry, I've got a few yarns to go about escapades, some quite dangerous and some quite hilarious, I had in the southern Bay as well as the northern Bay and around Cape Moreton aboard sea rescue vessels out of Caloundra and Bribie Island.

However, some yarns are about different wooden boats I've been the custodian of and in some cases still am. All wooden boats end up unloved and finally perish in one way or another while others get a new lease of life because somebody sees some appealing aspect in them. It might be its history, its design, its build, its known builder or its condition or possibly, a

combination of these. My father, who only ever owned wooden boats, told me many years ago, that if you were meant to be the custodian of one, she would just fall into your hands. He also told me that old nail sick boats were forever a problem. Well, the former has proved true time and time again for me. However the latter advice I've never heeded and with no regrets. I've derived a lot of joy and satisfaction out of restoring older vessels and putting them back on the water and using them as they were intended.

This is the story of the mackerel dory, "Hobo", a boat which has taken me sixteen years to finish because other little jobs got in the way. In 2004, I received a phone call from a man in Bundaberg, who had acquired my phone number from somewhere. He believed I had a phone contact number for Mr. Allan Graham, whom he'd been told, organized the Bribie Island Classic Boat Regatta. Well, I could do that, but, being a sticky beak, I must have asked why. He explained he had this narrow guttered mackerel dory powered by a "Pilot" engine which he wanted to sell and hoped Allan Graham could help. Well, Henry, I had already restored two "Pilot" engines and I was aware of their excellent engineering; so I asked if I might have a look and save his troubling Allan Graham.

The engineless boat, paint partly stripped, sat on two "V" floor frames on a garage floor. I've never been a fan of sharpies but this one was pretty unique. It had the leanest, deepest, most hollow entry I've ever seen on a drop bow sharpie. The boat was all hoop pine except for the three eighth inch bondwood bottom that terminated three feet from the bow. The bow section had eight hoop pine planks a side which must have been steamed and literally twisted to produce the hollow entry. When I lifted the stern quarter, she twisted like a stick of licorice. She was well and truly nail sick. The fastenings had corroded far worse than the hoop pine around them.



*This is what Hobo looked like before restoration started, Henry*



This boat, built in about 1949, after the war, had spent its whole life in the water, except for haul out and antifouling. It floated and worked as mackerel boat for 55 years non-stop. Its builder was a Mr. Ron Stringer who owned a fish shop in Quay St. Bundaberg. Apparently he built quite a few boats but this one was completely different in design to others he built. This leads me to believe that he built it to a specific design and that design was to incorporate an engine bed and shallow deadwood for a "Pilot" engine. The designer got the bow, buttock and sheer lines dead right for a 14 foot boat with such a shallow deadwood.

The boat worked out of Palmers Creek, a small shallow creek, near Elliot Heads in its early life. I went and had a look at this creek. At its shallow mouth was a small boat ramp. One had to cross a wide partially drying sandbar hundreds of yards wide to get to the deep open water. The use and abuse this boat endured in this work, and yet survived, just had to be appreciated. She had a steel curved rod from the end of the deadwood, under the 7 inch prop and then fixed under the rudder gudgeon bolts. The boat had struck the sand so hard and so often in a sea that the whole gudgeon and surrounding timber had been ripped out of the tuck. Where the hot uncooled exhaust pipe passed through a skin fitting in the sheer plank, a huge hole had been burnt. As the skin fitting and outside clam shell got hotter the burnt hole got bigger. The story goes that the post war fisher never saw the rudder pintles jump out of the gudgeons; thereby leaving the rudder to disappear out of sight astern. He had no oar to use as a sweep so he steered the boat back to Palmers Creek with shifting body weight

The owner had bought the boat in the water, in the Burnett River, and advised that the boat really flew with the "Pilot" engine. The "Pilot" engine, originally designed as a marine engine was in production from 1946 to 1970 by the Wing Gauge and Instrument Company in Melbourne. The engine is cast aluminium with a steel sleeve in the bore. The bore is 2.2 inches with a piston and valves from an Austin Seven car. Ignition is by magneto; Lucas SR1 or RS1.

The owner pulled her out to anti foul the bottom but she opened up so badly, she would never refloat. Well Henry, we used to drop threepences between the half inch pine planks of the old trainee dinghies we sailed as

kids to ascertain how long we would have to swamp them in the river to swell up and close the planks together. A threepence was a silver coin, worth about 2 cents and about 1 millimetre thick. I could get a 20 cent, 2 millimetre thick coin between these planks. She was never going to swell and close a gap like that. There was also a bad split in the hardwood hog. Well, putting in a new bondwood bottom with added floors, refastening the hull together with replacing all the knees was some work to contemplate carefully.

Then the owner indicated he was well and truly over the idea of putt putts. He was going water skiing. Out came two "Pilot" engines in perfect order together with an almost complete third. Next came a restored single Blaxland together with two almost complete Blaxland motors also. I spied a beautiful pair of long, light oars in the shed rafters. I knew I had enough bits and pieces to complete the three incomplete motors so we settled on a mutually agreed price and I went home happier than a pig in mud.

So I'll tell you more about restoring this boat; a labour of love, in a later story, Henry. The moral of this yarn is "When opportunity knocks, HAVE A GO". You never know what it will lead to - " Hopefully, "Hobo" will hit the water by this Christmas. I'll need a light chap at the tiller, while I sort out the more powerful "Wing" engine I've installed. You are just the bloke I need.

*Henry, this is the restored Pilot Motor from "Hobo"*



*and this is the unrestored stern view*



Stan Wood. Oct 2020

**THINK ABOUT THIS..**

**How do you tell when  
you're out of  
invisible ink?**

**SHOW, TELL & ASK**

## TELL - BRUCE McCONKEY

*In response to John Walduck's request to information regarding the source of Oregon timber, Bruce offers this advice:*

John, I have found over many years that our own Australian Hoop Pine is actually superior to Oregon. Hoop Pine has exactly the same physical properties as Oregon, but it seems to have a finer grain structure which leads to it being more uniform and easier to work.

For any spar you must use No. 1 Clear grade timber, which is straight grained and knot free. As Hoop Pine comes from all around Kingaroy you'll probably be able to source your requirements locally. But if your local mills don't have No. 1 Clears you can certainly

get a good supply ex stock from BoatCraft Pacific in Brisbane – easily ordered online at [www.boatcraft.com.au](http://www.boatcraft.com.au).

I've found it very important to never build a spar from a single length of timber, but to glue several lengths together using epoxy adhesive such as BoteCote. This is to prevent any flaw or damage to the timber transmitting through a single thickness, the glue lines will minimise such risk. After all, it was good enough for N.G. Herreshoff to build his masts by gluing four lengths so it's good enough for me.

And finally, if you want to reduce weight aloft, I highly recommend building your mast using the Birdsmouth technique. It's a little bit more complicated but well worth the effort. Please contact me if you want any advice.

## SHOW- DARRELL SPIERS

### GALLEY BOX

The three photos below show a galley box suitable for camp cruising in a sailing dinghy. The dimensions are 400mm wide, 450mm high and 480mm deep. However, these dimensions can be varied to suit what it stores inside.

Photo1 shows the closed box, photo 2 shows the box in the open position ready to use and the third photo shows the contents laid out. Making one of these may be a useful project for members who camp on their boats or even those just going for a picnic.

Photo 1

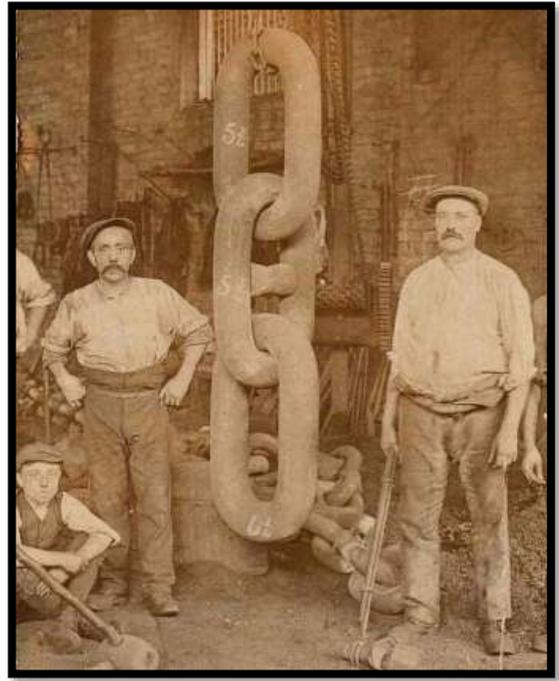




Photo 2



Photo 3



And the other day he went fishing on *Tradewinds* but didn't catch anything and now he knows why...

Finally found out why the fish weren't biting..



Ian Mortleman was looking for a new anchor chain and he thought this one might suit. He found out that it was from the Titanic and reckons it must be Ok as the Titanic hasn't dragged its anchor in years 😊



## JUST FOR PUN 😊

**I saw an advertisement for burial plots, and thought to myself this is the last thing I need**

He emphasised the importance of keeping a proper look out at all times and planning for the trip and possible changes in conditions and having the right gear on board.

**Ian Trail** showed a model of a long boat he had made during the Covid19 lock down, that was the sort of boat the “HMS Sirius” carried. Built of course the same high standard of all of Ian’s constructions.’

There was a young lady that was going to build a boat 5.5m with the hope of sailing across the Tasman, but I didn’t get her name.

**JON**

## NEWS: WAR ON WRECKS

As at 30 June 2020, Maritime Safety Queensland, along with partner agencies and owners, have removed 609 wrecks and derelict vessels from Queensland waters. With just under 300 additional vessels identified either as derelict or at risk of becoming derelict, we will continue to remove these rotting, unseaworthy and derelict vessels from our bays, rivers and creeks.

Find out more about the [War on Wrecks](#).

## WHAT HAPPENED AT THE LAST MEETING

*Jon Elcock*

About 30 members attended the meeting under Covid conditions and all went well.

**President Jim** updated the meeting on progress with the BCC and the Argyle Street premises. He said that there is a light at the end of the tunnel but it just isn’t as close or coming as fast as we would like.

**Jon Elcock** gave an interesting talk on the IALA buoyage system and other fetches on charts that can help you safely navigate across the water and get you back home again.



## CALENDAR OF MESSABOUTS & EVENTS

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

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

**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
OCTOBER	P,M,R (S) On land	<ul style="list-style-type: none"> <li>17<sup>th</sup> North Pine River Messabout</li> <li>18<sup>th</sup> Mac Finch Memorial – See Below</li> </ul>	<del>16<sup>th</sup>, 17<sup>th</sup>, 18<sup>th</sup></del> <b>Bribie Classic Regatta</b> <b>CANCELLED</b>
NOVEMBER	M,R,S,P R,M,P	<ul style="list-style-type: none"> <li>2 to 6<sup>th</sup> Lake Cootharaba camp Messabout <b>Note Changed destination</b></li> <li>28<sup>th</sup> Kookaburra park Bris. River paddle messabout</li> </ul>	
DECEMBER	BB,S,M	<ul style="list-style-type: none"> <li>5<sup>th</sup> Cruise messabout to Green Island ( big boat day )</li> <li>12<sup>th</sup> Enoggera Dam Paddle day messabout</li> </ul>	



## COMING EVENT DETAILS

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

Oct 17 <sup>th</sup>	<b>NORTH PINE RIVER MESSABOUT – Deepwater Bend</b> Meet for a 9 am start at Deep Water Bend Boat Ramp Wyampa Rd Bald Hills for a cruise on the river. This messabout will be suitable for paddling , rowing and motoring
Oct 18 <sup>th</sup> 10.30am	<b>MAC FINCH memorial.</b> A service to remember the life of Mac Finch will be held on 18 <sup>th</sup> Oct from 10.30 am for 11am start at Vic Lucas Park Quay St Bulimba Family, friends and WBAQ members are invited to attend
Nov 2 <sup>nd</sup> to 6 <sup>th</sup>	<b>LAKE COOTHARABA CAMP WEEK</b> Due to low water levels and popular demand the destination has been changed from Wivenhoe to Boreen Point camp ground on Lake Cootharaba Host is Boreen Point Local Ken Mills 07 5485 3525 0429 330 887 <a href="mailto:skmills1@bigpond.com">skmills1@bigpond.com</a>
Nov 28 <sup>th</sup>	<b>KOOKABURRA PARK MESSABOUT</b> Meet at the boat ramp located on Coringal St. Karana Downs for a 9 am start. This messabout will be suitable for paddling, rowing and motoring.



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**WBAQ MARKETPLACE**

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

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

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

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

**WBAQ Pennants** – Dress your boat –just \$10

**See Leo at the Merchandise Table at every meeting**



**LEO'S SHOP ROPE.** Available to members at cost. 6mm - .70c; 8mm-\$1; 10mm-\$1.20 per metre. Suitable for rigging or general use. Also 3mm cord in spools – only \$3 while stocks last.

Order before the meeting by phoning Leo Sines 3843 1422 or 0418 781 756 [ejsines@bigpond.com](mailto:ejsines@bigpond.com)

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

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

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

Leo Sines 3843 1422 or 0418 781 756 [ejsines@bigpond.com](mailto:ejsines@bigpond.com)

Height 800mm x Length 600



**FOR SALE: 11ft Pickup Pram** for sale \$1100, 4years old, sister ship to the notorious "Pug".

Fully sorted with balanced lug sail, lazy jacks, lee board, outboard bracket and oars. Sits on a beach dolly with large low pressure beach wheels, no trailer. Located Macleay Island, Moreton Bay.

Ivan 0417164553 [scottig3@gmail.com](mailto:scottig3@gmail.com)





**FOR SALE –FIREBALL** Early 1980's 18 foot timber Fireball for sale. All wooden and is 2 handed. Trapeeze and spinnaker. It has not been sailed for 15 years but still has all pieces needed. Was working perfectly up till when my father in law was unable to sail anymore. This boat won an Australian Title at some point!!! It is currently on a beach trailer that can be lifted onto your trailer. We also have another road trailer that can be used to drive it away but the rego has just lapsed this year. Needs a good clean up. Located in Gympie Price \$2000 Same seller below  
Detail came through our Facebook page – Contact Stuart Powell 0422678363 if interested (1)



**For Sale - Moth** 12 foot and well over 50 years old. Everything is wooden including the rudder, boom, mast and centre board. It is a single handed boat and has a wooden transport rack designed to go on top of car roof. Okay our second boat Located at Belli Park near Eumundi. \$1000.00.  
Same seller as above Stuart Powell 0422678363 (1)



**Circulated to member on 8<sup>th</sup> October with photos**

**GIVEAWAY - 18Ft (approx) Clinker Half Cabin Launch**

Located at a Hemmant boatyard that is being closed 31stOctober. So boat has to go. Boat has been stored under an open carport with about 1 metre not under cover. This is reflected in the condition of the rear section of the decks and the hull. The hull is planked with King Billy Pine. The floor boards are not in place so the hull can be inspected from the inside. Prop and prop shaft are in place. There is no motor installed. The steering gear, rudder and wheel are in place. Hull is clinker construction. There are a couple areas of rot in some planks. A few planks have been repaired. There is no trailer. Phone Kim 0429 397 402



**FOR SALE** **Iain Oughtred designed 11'6 Ptarmigan** - Looking for a new home where someone will treasure it. Never been in the water this boat was built with love and care but unfortunately the builder has had to go into care. It has a strengthened transom to take a motor. Could be adapted to sail with addition of a centreboard. Includes plans. Make a reasonable offer. **Call Rohan Watt 0400 137 188 acting for the builder (2)**



**FOR SALE** **Black Pepper** 20'x 8'x 2' Centreboard gaff rigged cutter with main topsail Wykam-Martin furlers, bronze rigging screws and other fittings No race boat but sails great Sails as new, wooden blocks, oregon mast, modern finishes for easy maint. 9.9 Yamaha thrust outboard As new FMS braked dual axle trailer with mags Complete \$32,000

Boat only no motor or trailer \$12,000 Ron 0450 726 099  
Located Tambourine Village



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



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