

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

NOVEMBER 2020

So hoist up the John B's sail  
See how the main sail sets  
Call for the Captain ashore  
Let me go home, let me go home  
I want to go home, let me go home  
Why don't you let me go home

*Beach Boys*  
*See Note Page 2*



## COOTHARABA WEEK-LONG MESSABOUT

*Photo by Darrell Spiers*

*Story Inside*



## Wooden Boat Assn Qld Committee

- **President** Jim Jones 0408 443 291
- **Vice-President** Ian Mortleman
- **Secretary** Trevor Green 0409 696 679
- **M'ship Secretary** Trevor Green 0409 696 679
- **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**

## THE SAYING ON HEADER PAGE ABOVE

### The Sloop "John B

The recording of the song which directly influenced The Beach Boys was by The Kingston Trio. The **John B.** was an old sponger **boat** whose crew were in the habit of getting notoriously merry whenever they made port. It was wrecked and sunk at Governor's Harbour in Eleuthera, the Bahamas, in about 1900.



*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*

As it is nearly the end of 2020 with December approaching at a great rate of knots, it is time to gather our thoughts on what the Association may be able to do in 2021. With the COVID19 pandemic still raging overseas, we have been somewhat insulated by the virtue of being an island continent and a relative low population density. This has allowed the Association to continue, albeit with reduced activities. Developments on the medical scene that are coming to fruition in the New Year appear to give renewed hope for increased public activity. However we must be ready to accept a reduced level of activity if required.

As our main activity is building and using boats, which does not require close or regular contact with other Members, I expect, with the gradual easing of restrictions, that this will allowed the Members to engage in more activities over a wider geographical area. Darrell is liaising with Members who have suggested new locations for Messabouts, some interstate. If you have any ideas, pass them on to Darrell for consideration. The Calendar will have the date for our next Planning Meeting, so get your ideas to Darrell before that date.

I have completed the rewrite of the Rules of the Association. Along with that the Committee decided to change the Title to the "Constitution of the Wooden Boat Association of Queensland Inc." While I was amending our existing 2007 version, the Office of Fair Trading released an amended version that brings it up to date with modern technology. The Committee decided to adopt the new version in its entirety along with the addition of Sections specific to the Association, i.e. Object of the Association, Classes of Membership and the Membership Fee structure. The adoption of the new Constitution is subject to a special resolution carried at a general meeting. The Secretary will issue a notification the special resolution in due course.

Argyle Street is still work in progress. The BCC has advised us that the Council stakeholders are yet to assess the feasibility of the building changes that the

Brisbane Paddlers, the Te Waka Dragon Boats and the Association have suggested. The Council Officers are aiming to get back to us by the end of next week.

Jim

## 2020 LAUNCHING TROPHIES

**If you haven't registered your 2020 build** by now with Jon Elcock, then you could miss out. Orders are going in now for trophies so be quick.

## 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.



**Leo's Water Rat** – He's put some undercoat on little steps- each toward a launching



**UPDATED JOHN WALDUCK Kingaroy Member**

John is building the kit Oughtred "Penny Fee". John says: 'First, a hearty thankyou to Ken and Sue for organising the Lake Cootharaba messabout. I had a really enjoyable time.

Second, a quick report on the "Penny Fee" build.

"Slow but steady progress with a bulkhead and 4 frames and centreboard case in place.

Also some progress with spars."

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

**OUR 2021 CALENDAR IS READY AND NOW FOR SALE**



Cover photos, this year, are by Ed Elcock.

**Our 2021 WBAQ Calendar is out.** Twelve lovely boat photos; space to write in your activities each month; a new saying each month – sometimes inspirational; sometimes not. It makes an ideal Christmas gift **Only \$10 (plus \$5 postage if applicable)** – best calendar value around.

Collect at December meeting or contact Trevor Green 0409 696 679 or [secretary@woodenboat.org.au](mailto:secretary@woodenboat.org.au) to arrange postal delivery. Numbers are limited.

Young Zac, son of Hannah who expertly collates our calendar, has a photo of his boat in May and he is both thrilled and proud.



**WEB-WATCH**  
*Go boating without getting wet!*

**Galvanic Issues in Wooden Boats**

See our Website [www.woodenboat.com.au](http://www.woodenboat.com.au) where there is an interesting study written by Carl Willis who has given us permission to publish it. He explains these issues with many photos in great detail over 11 pages. Essential reading for large boat owners.



Ross Lillistine's Design Essay on "Periwinkle". A wealth of information not only on this design but boat building in general.

Ross's website is no longer active so this is a valuable door to his extensive knowledge

<http://rosslillistonewoodenboat.blogspot.com/2017/12/design-essay-periwinkle.html>

OPEN BOAT – the site of Sydney designer/builder, Ian Smith that deals with open boats including 18 footers

<http://www.openboat.com.au/index.html>

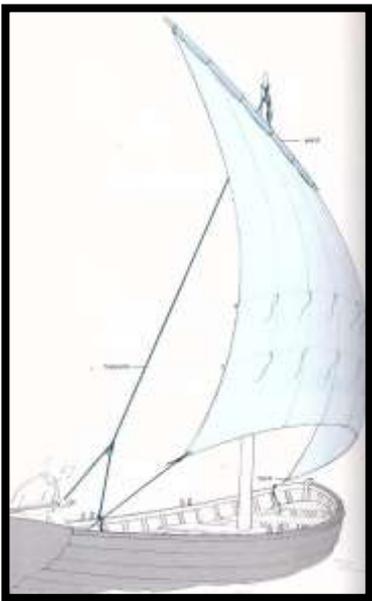
Tales from the Quarterdeck has a story of a drawing of a European ship amongst Aboriginal paintings 350 km inland from the W.A. Coast. You can decide which theory is plausible.

<https://talesfromthequarterdeck.com/2020/10/23/the-mystery-ship-of-walga-rock/>

## LOOKING AT THE LUG SAIL

*Compiled by Ian Primrose*

### The Lug sail



The Dipping Lug

Many 18<sup>th</sup> Century lifeboats and fishing boats – especially in Europe and Americas carried a lugsail- a four-sided sail set from a yard extending forward of the

mast. This popularity extended to smugglers and privateers and French fishing boats.

The "**Lugger**", referencing a type of working boat, derives its name from the lug sail it used.

Some of the early **pearling luggers** used off the northern coast line of Australia from about the 1870s, carried a lug sail, but the purpose-built boats that were used from the 1880s stopped using it over time. The majority of these were gaff-rigged ketches, although they continued to be called pearling luggers.

The concept of the lug remains valid as the luff of the sail is not laced to a turbulence producing spar air flows over the sail in an unbroken curve making it a powerful rig. Of the many variations, the best driving design is the **dipping lug**, so called because each time the boat tacks, the yard and sail must be partially lowered, dipped behind the mast and raised again on the new leeward side.

This procedure is sufficiently complicated that dipping lugs were used primarily where local winds and land configurations co-operated in allowing boats to stay on a single tack for extended periods of time. If a narrow channel or an obstacle made a quick tack necessary, crews often left the sail in the 'wrong' side', trimming it for the new angle of wind as best they could and returning to the more tack as soon as possible. The dipping lug is a powerful sail and was widely used in working craft.

Whereas a standing lug may be tacked conventionally by moving the sail across the vessel, as the wind crosses the bow, a **dipping lug** must be brought around to the leeward side by a multi-step procedure:<sup>1</sup>

1. Hauling in the sheets to get the sail over the boat.
2. Lowering the halyard so that the peak of the sail can be reached, yet the yard is free of interfering with the rest of the boat.
3. Gathering the after part of the sail and bringing it around forward of the mast.
4. Bringing the peak down and passing it under the luff of the sail to the new leeward side.
5. Bringing the halyard to windward aft of the mast.
6. Shackling on the sheets and bringing the sail aft.



7. Re-hoisting the sail and sheeting in.

### Other forms of the lug rig include;

The **balanced lug**, which is usually not dipped. The sail has both a yard and a boom, which both extend past the mast and remain on the same side of the mast on either tack. The sail area in front of the mast helps balance the sail area aft---thus the name---and so sheeting loads are lighter. The mast DOES cut into the sail on the "bad" tack, but nobody has ever established that luggers are much slower on that tack. The advantages of the balanced lug sail are the speed at which it can be hoisted and stowed and the ease of reefing. This configuration is probably the most common use of the lugsail in small boats today.

The **standing lug** which has a leading edge that tapers from throat to tack with the tack secured at the mast. When the wind blows onto the side of the mast where the sail is mounted, it deforms the sail over the mast. A standing lug can be used with or without a boom - the latter being the preference for working craft and for those who do not like getting clocked on the head by a boom. The standing lug differs from the balanced rig. On a standing lug the yard extends past the mast, but the foot of the sail does not.

The **split lug** which has a sail divided vertically at the mast so that when the boat tacks the two parts of the sail can flop to leeward unobstructed.

A **junk rig** – also known as the Chinese lugsail is a fully battened sail that crosses the mast at the head and foot and is similar to a balanced lug

All lug rigs share the advantage of a relatively large spread of canvas, a low centre of effort and minimum gear. The only disadvantage being, apart from the dipping lug, is that there is a "good tack" and a "bad tack" although many assert that there is little difference in boat speed on either tack.

Sources: Wikipedia & The Classic Boat; Time Life Books (Now out of print)

## REPORTS

### DENNIS SMITH GOES TO COOTHARABA

*Story & Photos – Dennis Smith*

#### *This report by Dennis Smith of his trip to Lake Cootharaba just missed the last Log:*

I just came back from a 10 day stay at Boreen Point. This was my first time camping at Boreen Point campground. We took 2 cars: the boat and the caravan.

#### *Convoy on the road*



We arrived around lunch time on Friday 2nd October and set up camp just behind the camp kitchen area. Swapped the boat from behind the car to the Landcruiser then went and launched the boat and parked the car at the boat ramp for the week.

I sailed around for a bit then tried to go into the beach in front of the campground not knowing how shallow it was. I ran aground around 20 metres out from the beach so I decided to leave the boat there for the night under the full moon.



The next Day "Saturday" we visited Eumundi Market & Yandina market keeping the wife happy – essential as I needed her help to get the boat back out to deeper water.

Early afternoon I got Wendy to sit on the gunwale to tilt the boat so I could drag it to deeper water. After freeing the boat I went for a sail and found a small bay a short walk from the campground which was deep enough to anchor.



I went sailing every day when I was there. Monday I had a friend from the Sunshine coast join me and I took him to Mill Point and back,



*Teewah Landing*

Tuesday I sailed to Teewah Landing and walked to the surf beach taking a heap of photos of the wild flowers in bloom, then I sailed over to Kinaba information centre for a look, I hadn't been there since my first year in High school 1983.

The following day I invited a fellow camper to join me on the boat and I took him up to Kinaba this time the channel was much shallower and I had to keep the boat heeled to make it through and we only just made it without having to drag the boat.

Total Sailing for the trip approx 140km - walking distance approx 85km. A great week. Great place

**Dennis Smith**



*On Display – WBAQ Award to Mac in 2006 recognising his outstanding contribution. Photo- Ian Mortleman*

Ten members attended Mac Finch's Memorial along with members of the Brisbane Municipal Band (BMB) and a host of family – about 50 or more people. It was held in parkland on the banks of the Brisbane River at Bulimba, not far from where Mac kept his boat, *Alice*.



It is strange what you learn of people once they have gone as you only get to know one small facet of their life.

Mac studied as a dentist but did not pursue it as a career going back to study a B.A with a major in French. Who would have known? He was an aviation librarian. He joined the BMB in about 1968 where he played several brass instruments, the piano and his favourite the clarinet. He was awarded life membership of the BMB.

He loved fishing and was apparently good at it.

We remember Mac mostly as a Life member; our Librarian and provider of the BBQ beer but it turns out there were many layers to Mac, some of which we were unaware.



Mac's ashes were scattered in the River, not far from where his boat was moored and I guess Mac would be happy with that. Mac was 81 years old.



**DEEPWATER BEND MESSABOUT  
17<sup>th</sup> October**

*Story - Ian Primrose  
Photos- Dennis Smith*



It was a great day at the ramp as four craft were launched Alan Delac and Ian P in Chesapeake Kayaks; Darrell in his Micalac canoe and Dennis Smith in his Scruffy, *Y-Knot Wood*. It was great to see Alan as he has not been seen for a while, being busy with other things.



Even though the tide was running fast – Yes against us of course, we decided to head toward Dolhes Rocks where we stopped for smoko. We then crossed to the other side and found the entrance to Bald Hills Creek down which we proceeded for about 3km.

The creek is bordered by mangroves and, apart from an occasional sighting of a house and a lot of traffic noise from the Deagon Deviation, it was a nice paddle and worthy of further exploration sometime. The Deagon Deviation is the main highway that leads to the Redcliffe Peninsular and the Hornibrook Bridge.

I guess the tide was with us for a small part of the journey but by the time we got back to the Main River it was running fast – against us again.

Darrell fired up the electric Watersnake but that made little progress so he had to paddle as well. The rest of us just had a bit of a hard slog back, although Dennis got some favourable wind and was able to sail.

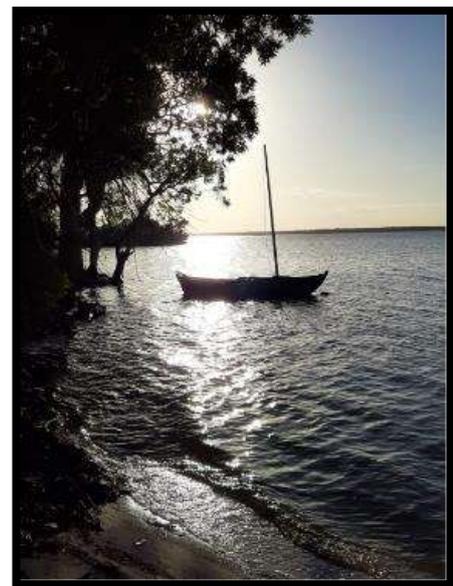
We had lunch back at Deepwater Bend after a 3 hour, 12.25Km trip.

**COOTHARABA CAMP WEEK  
2-6<sup>th</sup> November**

*Story Paul McShea*



*The crowd gathers for Happy Hour – Photo Jim Jones*



*Photo by Paul McShea*

After reading the banter going around I would have to say our Cootharaba Messabout was a success. With approximately 20 boats of all shapes and sizes, with skippers and crew coming from as far as northern NSW and rural Qld.

I have to thank Sue and Ken Mills for hosting such a marvellous event. In keeping of tradition a few were affected by a storm as, when checking in to accommodation electrical power was out. The area had a storm Saturday prior to our event taking out power until Monday.



*Melbourne Cup Celebrations Photo by Darrell*

The wind was still up on Monday on the lake, when we arrived at 6:00am. The challenging conditions continued through to Tuesday, when Sue and Ken organised a Melbourne cup sweep plus cheese and bikkies, champers and cheer and even the blokes were caught up in the race with their hats and fantasiers. Well done to the winners and the losers. The genuine race – That’s our Cootharaba Cup was held on Wednesday, very informal without a full briefing we all sailed to the green mark and once one turned we all turned for home. Good steady manageable wind prevailed. Rick O’Donnell and Ian Dickson were first to the mark. Garry in his Heresshoff Carpenter was first to the beach followed by Alex. Thursday was a good day for sailing good steady winds enjoyed by all. Afternoon was exciting and allowed the Association to show what it is made of by rescuing a lad (what I thought was a lad) in a Laser. A fellow approached Lester Searle when he was about to go for a sail to look for a Laser his mate had gone sailing in and disappeared.

Lester offered to see what he could do and Rick reacted by noticing Lester would be hard pressed on his own so offered to go out in his boat. I joined him as his crew and we arrived at the scene with Lester’s Navigator anchored and he was assisting the bloke to derig. We waited until all was secured with both of them back on the Navigator and clear to sail home. Rick’O sailed back with the laser under tow, The moral of the story is don’t sail a boat in fair winds that is in a poor state with screws missing – a general ratty condition ready to let you and others down. Lucky for him there was a few blokes prepared to pitch in to rescue. The lad turned out to be an old bloke like me. Well done to all involved. The rescued person got on the boat sailed it to the other side of the lake then he realised that he did not know how to come about – totally inexperienced despite his age. Oh, and he did not have or wear a lifejacket! Dead man sailing! The wooden boat Association came good- thanks to Rick and Lester.

On Wednesday Night we had a dinner at the Pub and 30 members attended and the Awards were handed out.

- Cootharaba Cup – Garry
- Second Alex Malcolm
- Paul McShea third

Boatcraft (courtesy of Bruce McConkey) donated some glue as prizes and Darrell fashioned some cheese boards for prizes as well. It was a great night.



*Aurora Australis sailing off Boreen Point Camp*

*Photo by Darrell*

## QUEENSLAND MARITIME MUSEUM NEWS

### **QMM GOES INTO HIBERNATION**

As you know, Queensland Maritime Museum (QMM) only reopened its doors to the public a few weeks ago (mid-September), but now with low visitor numbers (30%), a decimated volunteer base ('Vulnerable' volunteers are not able to fill FOH roles) and costly cleaning fees, our museum has entered a month-long state of hibernation in an effort to stay afloat.

QMM will be closed to visitors throughout November so that the Board and management can develop a new strategy to sustain operations and ensure the preservation of the collection for future generations. Notwithstanding having successfully recruited approximately 40 new volunteers to replace our 'vulnerable' volunteers, developed and implemented a site specific COVID Safe Plan, and reopened to the public on weekends, QMM’s operations are not providing anywhere near the revenue required to meet expenses and are therefore unsustainable. Careful fiscal planning and projections have QMM closing its doors permanently on 31 December 2020 to avoid insolvency.



Since March 2019, QMM has been working closely with our State Government and Brisbane Marketing (Economic Development Agency) to meet with potential investors as well as participating in the South Bank Master Planning process. QMM has also been lucky to receive a long list of grants from all levels of Government as well as private organisations which have helped our museum to achieve some major milestones. However, securing ongoing operational funding has continually eluded QMM: even a small percentage of the Australian National Maritime Museum's \$20 million per annum from the Federal Government would make a huge difference to QMM. Unfortunately, with no confirmed income at this point in time, QMM's Board and management will use November's closure (and time of reduced expenses) to plan as best as possible for the future.

We thank you for your patience and understanding during these very difficult times, and we will be back in touch with you with further information as soon as possible.

**Emma Di Muzio**  
 CEO, Queensland Maritime Museum

There were many trips to Elanda on Lake Cootharaba, where our three children learned to sail and developed a love of the outdoors. As well, voyages in the southern part of Moreton Bay were popular. When the boys were little, we all slept aboard, but as they got bigger, they would sleep in their tent ashore. A bigger boat, a T/S 18 solved this problem and the 16 found a place in the shed. I put it up on well-oiled trestles out of the reach of the termites. We had sheep at the time and they loved to camp under the boat during the hot part of the day in summer



*At Karragarra, 1995*

**THE STORY OF A HARTLEY TS16**  
*Allan Tomley*

Forward 25 years or so and as I was recuperating from a knee replacement, I thought it would be nice to sail her again. We had plenty on the go, selling and renovating houses, another knee and a hip replacement, the odd trip overseas and so on, so the restoration took a while, with work being done as time permitted

**RESTORATION OF A HARTLEY TS16**

We bought our Hartley T.S16 in 1983. I saw it for sale on the footpath on the way home from work. She was there for a number of weeks. Now these things play on one's mind, and after some negotiation we towed her home to begin the process of restoration.

According to the previous owner, the boat had been built in Toowoomba in the early 1960's and was sailed on the nearby Cooby Dam. My fellow WBAQ Member, the late Larry Loveday, who in those days had lived in Toowoomba, said he remembered the boat from that time. It had no name.

With the help of my eldest son Matt, the first restoration involved the removal of several layers of weathered paint, minor repairs to the hull, repainting and attention to the rig and sails. The relaunching took place at Bell's Creek ramp at Caloundra in September 1984.



*Restoration begins*



Restoration of the hull was carried out with the boat upside down. This was made easier by turning it over with a 3-point linkage jib on the tractor.



### ***Turning hull over***

While all of the plywood panels of the hull and superstructure were sound, the joints in some cases had opened up where the original glue (probably urea formaldehyde) had broken down. This was raked out; fastenings were re-tightened or replaced and epoxy resin glue was run into the joints. All of the ply was sanded back to clean wood and the hull was sheathed in 300 gsm woven fiberglass, faired and finished with two pack epoxy enamel. The top sides were sanded, undercoated and finished with gloss acrylic, I find this paint to be durable and long lasting in this instance. Though on decks it is very slippery when wet and a gripping surface using polypropylene granules etc. is needed.

Finally, the boat was relaunched at Boreen Point, Lake Cootharaba on the 1<sup>st</sup> of October 2020.

She was named "**Julie**" after the Admiral. Her first voyage was around the lake and over to Teewah Landing. We were pleased with her performance with the Tohatsu 4HP motor at about 1/3 throttle which drove her nicely with little noise; we could converse easily.

As you can see in the launch photo no mast was stepped, we were to treat our two youngest Grandsons to a day on the water soon after.



***Launching at Boreen Point, October 2020***

## **AUSTRALIAN WOODEN BOAT FESTIVAL, HOBART**

As you would be aware, the 2021 Festival has been cancelled but they are holding a couple of smaller events:

**PARADE OF SAIL** The news is out! We're back, and what better way to start the year than with wind in our sails. We would like to introduce the Parade of Sail 2021, to be held on Sunday **7th of February 2021** on the River Derwent.

The Parade of Sail is one of the most spectacular and popular events during our biennial festivals, anyone can be involved, even if you don't have a boat and that's why it is loved so much! Some of the best viewing points are from easily accessible points along the shores of the River Derwent including Alexander Battery Park, Long Beach Sandy Bay, Wrest Point Casino and anywhere near the wharf. We can practice social distancing and still have a great day out. Any excuse for a sail, right? So get onboard your wooden boat or your friend's wooden boat, whether it's motorised or wind powered, we want to see as many boats as we can out on **Sunday 7th February**.

### **MARITIME TRAIL 2021**

Save the date - on the 10th and 11th April we will be inviting you to discover places you never knew existed before. You'll be given the opportunity to find the origin of wooden boats, speak with the great people who design and build these boats and try your hand at varnishing in a tucked away boat shed. We will have tours of boatyards, marina adventures of classic wooden boats, Tall Ship sailings and heaps more.

## **RESTORING A HUMBLE MACKERAL DORY**

*Stan Wood*

### **AN OPEN LETTER TO MY GRANDSON, HENRY**

Well. Henry, restoring a boat takes some time, patience and dedication. You need to see some light at the end of the tunnel; however with this boat there were times I didn't know what I was doing next; let alone seeing the distant light.

I took a heavy screw driver with which I could thrust a hole through any part of the 3/8" bondwood bottom I



chose. The resorcinol glue had crystalized like urea formaldehyde does when exposed to water. The very timber, not rotten, just fragmented like the glue that held it together. So, I knew that before the bottom was replaced I had to get this hull strengthened and rigid to withstand bending and torturing 3/8" thick bondwood to the bottom.

With the hull upright on blocks and held to its true shape with battens fixed to the shed rafters, I was impressed with the builders' dead accurate measurements. I replaced stern and quarters knees; refastened or replaced side uprights; installed several cross frames both permanent and temporary. I then added the thwart risers which oddly enough never existed in the original build. I removed the engine beds and elongated shaft log to get to this hardwood hog. It was split for about 5 feet along the line of copper nails fastening the bottom panel. With the bottom panel literally pushed off the hog, I glued and clamped the split, fully closed up. I laid another full length timber, half an inch thick over the top of the repaired hog. I had made some accurate provision in all cross frames for this to happen. The timing and gluing and screwing this secondary hog to the first as well as to the frames was a feat in which I surprised even myself. Provision was made to fasten the shaft log to the original hog to maintain alignment to the engine bed.

Next I set about replacing the deck beams in the foredeck; increasing the camber considerably in the process. I renewed the thwarts with Silver Quandong timber. It's light and strong. I felled a tree years earlier and had a plentiful supply of rough milled timber. The original thwart knees were refastened in place. I recessed the centre of the engine beds so they came back to their original height.

Next I inverted the hull and carefully removed the eight 3/8" thick hoop planks on each side at the bow. I was told to glue and screw in place and fill and fair the gaps with marine sealant to absorb the inevitable movement. About this time, 2008, I restored an 18' flat bottomed transverse planked Noosa River boat; built completely from solid white beech. This is another story. Suffice it to say, I splined the bottom planking and saturated it repeatedly in thinned epoxy wood preserver inside and out. The current owner has it sitting under a tarpaulin, cooking in the sun all day and

the planking hasn't moved. Now back to this story: I glue filled the voids between the shot edges and saturated repeatedly the planks with epoxy. No movement to date.

Next task was to remove the bondwood bottom panels and check with a batten that the new bondwood bottom would flush meet all transverse frames and transverse engine bed. Surprisingly enough, very little planning was needed.

Now the last time I put a bottom in a dinghy was with my father in the loft of Watts and Wright in 1957 at the age of sixteen so I was somewhat daunted by this prospect as I knew bending 3/8" plywood, especially towards the bow was going to be some feat.

By good fortune, a friend, Lloyd Flesser, came to my assistance. He was an apprentice to the late Claude Boyd, master shipwright and designer. Lloyd had earlier finished a partly completed 13' Boyd Boat for me and I greatly admire his knowledge and workmanship with wood. We worked tirelessly over several days under his direction to fit a new bottom to the strong hull I'd made ready. The entire bottom was glued and screwed.



*Just Winging it....*

I reinstalled the shaft log using marine sealant and a canvas spacer. The shaft fitted was 5/8" stainless steel. I purchased a Wing engine, which has languished on the showroom floor of an engineering business all its life, from a fellow boatie. It had never seen duty and was one of the last engines built by the Wing Gauge and Instrument Company. It has an Amal carburettor as fitted to their final engines built before closing down



in 1970. I had it all lined up perfectly on the beds to the shaft. Propeller thrust will be absorbed on a gimbaled thrust bearing installed on the shaft. The exhaust will be cooled by a pitot port and tube leading to the exhaust muffler. The port, mounted behind the extremity of the propeller blade will direct a water flow to the exhaust pipe and hopefully cool it sufficiently to prevent a hole being burnt in the boat's sheer plank as before. I cut a waterline and painted the boat; white bottom and black hull, my favourite colours.



Now Henry, I already had a hand-painted cedar name board for this boat – "Hobo". Being called a hobo isn't a very endearing or flattering description for anybody. In fact, it's demeaning. A hobo is a homeless wanderer of the outback roads; a tramp; a swagman; a sundowner; a vagabond typically shabbily dressed, unwashed and looking for a free meal or at least some work to earn one. During the Great Depression of the 1920's and 30's men left home to wander from property to property, on foot looking for work to support their family as few had work or money. Circumstances were similar after the war ended in 1945. Many of these men came to know no other lifestyle. I had the pleasure of meeting quite a few of them in the mid 60's in the pre-dawn hours at a tiny one teacher bush school, Rywung, outside Chinchilla, when I arrived to prepare lessons for the school day.

I used a kerosene lantern, to see by, as there was no power connected to the school. The hobos knew this school well as a regular stop over; just off the main road: a verandah to sleep on and a water tank to clean up by. I found them men of few words, well spoken, having an inner pride and quiet dignity that I just had to admire. There was always a readiness to apologise for any inconvenience they thought they had caused.

One bloke, I recall, camped on an old door we set up as a table in the "tennis shed". The roof was half rotted away and I always parked my car there in the dark. I asked how he did it and he replied as he shouldered his

swag, "Left foot, right foot, left foot, right foot and then left again". I have never forgotten his words, Henry, and that's how to get on through life – keep going, march on and on. You will understand what I mean when you are my age. This boat has sailed a fair distance already and with a few nautical miles yet to go, thus the name, "HOBO".



**Stan Wood**  
**November 2020**

### **ANCIENT MARINERS PADDLE GROUP**

***RON PRESCOTT***

"I have recently joined a group called Ancient Mariners Paddle Group, Southside. We usually paddle on Wednesdays meeting at various rivers or creeks. If any of our members are interested they can call me Ron Prescott at 0432 181 174."

### **I'M PLANNING A TRIP IN DECEMBER**

***DENNIS SMITH***

I have the week off between Christmas & New Year and I want to do a camp trip if there is any interest, I'm Looking at Wongai Waterholes just north of Maryborough approx 3.5hr drive from Brisbane. Arrive Friday 26th December stay 7 nights - checking availability of campsites there are 95 still available Google map link - Camp site info to book a campsite go to Queensland National Parks you will need to sign in then select Wongai State Forest as below Looking at the maps of the area there are lots of waterways to explore at the campsite the waterholes



themselves also nearby there is a dam on the Burrum river (Lake Lenthall) this would be a great Canoe/ Kayak trip.

Please let me know if there is any interest as I would like some company I haven't booked my site yet waiting for input from WBAQ members, send me an email [hyluxheaven@gmail.com](mailto:hyluxheaven@gmail.com) or phone A/hrs 07-38077056 or text/phone 0402222852

Regards Dennis Smith

**SHOW, TELL & ASK**

**Bruce McConkey reports....**

BoatCraft have put out a popular project we've developed together with well-known surfboard designer Tom Wegener. Not exactly a wooden boat project, but closely related - they're wooden, and you ride them in the waves.

We supply the moulded bellyboards and all materials as a kit and the owners can decorate and then finish them to their own unique style. Christmas is coming so I thought a mention of it in The Log might create some good ideas for ideal presents for grandkids - well for kids of all ages really, even superannuated ones !

See Boatcraft website for details



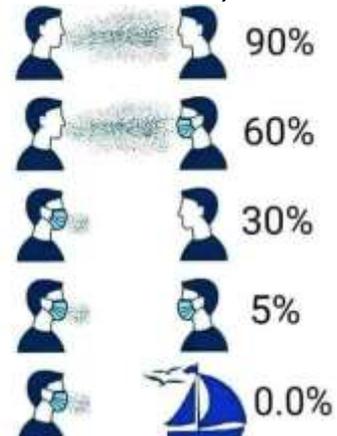
**Be very careful when shopping online like E-bay, I bought my wife some shoes and they sent me a boat fittings.**

*Advice from Ian Mortleman*

😊 **THINK ABOUT THIS..**

**When you do squats, are your knees supposed to sound like a goat chewing on an aluminum can stuffed with celery?**

**Sailing is Safe!** *Contributed by Ian Mortleman*



**JUST FOR PUN 😊**

**Don't spell 'part' backwards. It's a trap.**

**WHAT HAPPENED AT THE LAST MEETING**

Thirty members attended the BBQ and meeting at the Men's Shed. **Peter Jensen** led a discussion on sails and spars, supported by Ian Primrose who spoke about the various configuration of the Lug sail. A precis of the attributes of the Lug sail appear earlier in this Log



## 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
NOVEMBER	R,M,P	28 <sup>th</sup> Kookaburra park Bris. River paddle messabout	
DECEMBER	BB,S,M	<ul style="list-style-type: none"> <li>5<sup>th</sup> Cruise messabout to Green Island ( big boat day ) Trevor Green 0409 696 679</li> <li>12<sup>th</sup> Enoggera Dam Paddle day messabout</li> <li>19<sup>th</sup> Messabout Planning Meeting 10am</li> </ul>	<b>5<sup>th</sup> 24<sup>th</sup> TALBURPIN SAILOR'S DAY</b>



## COMING EVENT DETAILS

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

Nov 28 <sup>th</sup>	<p><b>KOOKABURRA PARK MESSABOUT</b></p> <p>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.</p>
Dec 5 <sup>th</sup>	<p><b>Bay Cruise to Green Island – Big Boat day Contact Trevor Green 0409 696 679</b></p>
Dec 5 <sup>th</sup>	<p><b>TALBURPIN SAILOR'S DAY</b></p> <p>It is now 12 months since our last "quarterly" get together in November 2019, when a near record fleet of 18 boats enjoyed some ideal conditions. We feel that it is now probably OK to conduct an outdoor gathering of the nature of our event and accordingly, weather permitting as always, propose that we get together on Saturday 5<sup>th</sup> December for our first and only gathering for 2020. Most potential participants will be familiar with the format of these gatherings. However, for the benefit of anyone new to the scene, we've repeated hereunder the usual information concerning the event.</p> <p>Since high tide on the 5<sup>th</sup> is at about 1.09pm(2.32m), we are proposing a start at 11.45am, followed by lunch under the trees on the Point Talburpin foreshore. As with previous gatherings, an "out and back" format is proposed, with all boats turning for home when the leading boat reaches the furthest mark.</p> <p>10.45am Briefing on shore to confirm course, starting procedure etc..</p> <p>11.45am Start</p> <p>2.00pm On-water activity should be finished and social gathering begun</p> <p>2,30pm Presentation of prizes</p> <p>2.45pmonwards Continue lunch and socializing</p> <p><b>Tony Harland 0419 848 684) <a href="mailto:harlandfamily@ozemail.com.au">harlandfamily@ozemail.com.au</a>.</b></p>



Dec 19<sup>th</sup>

**MESSABOUT PLANNING MEETING 10 am at Breakfast Creek Hotel**  
 If you have any suggestions for Messabouts, please contact Messabout Co-ordinator or any Committee member

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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



**GIVEAWAY - FREE FREE FREE (1)**  
**1950's 3.3 m marine ply rowing dinghy** that was built by Bill Neely, boat builder, Nelson, Victoria. It has been kept under cover for all of its life and has not seen salt water since 1969. Clearly, paintwork has disintegrated but the ply seems to be sound. The





bowsprit has separated from its attachment and needs re-fixing. Sections of the gunwale show some rot and need attention. Donor says "don't know if the dingy is restorable" but every boat is restorable –just the amount of effort to do so varies. **CONTACT WBAQ Secretary, Trevor Green** to lodge your interest



**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 (2)



**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 (2)





**NEW! FOR SALE**

(1)

**CANADIAN CANOES** Look to be about 16ft – 2 person  
Strip planked – timber, construction and weight unknown  
Kelly Wicks - 040 5405 114 or Les Fitzpatrick - 0418 197 709  
Located at Yatala Priced at about \$1,500 each



**28ft Rob Roy** is located on the marina at Calypso bay. Built in Melbourne in 1909, this boat has a known history. Present owner has owned him for 6 years as a restoration project she has a few weeping areas, but they seem to be more to do with patches over old iron bolts. There are patch blocks on the outside over the bolt areas but where the original lead paint is on the bolts they are in good condition. Needs a bit of work still on the inside. Set up to motor (no mast or sails)

Jeff Robinson [jeffrobo@gmail.com](mailto:jeffrobo@gmail.com) 0404846433 P.O.A



**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

(2)



**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)

These boats sail extremely well and have a shallow draft. We saw one at Cootharaba Messabout and its speed was impressive



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