



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
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JUNE 2020

“There is no better bailer than a scared man with a bucket”

Unknown



MESSABOUTS ARE BACK

Messing about at the Botanical Gardens River Access Hub

Story inside – Photo by Ian Primrose



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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 SUSPENDED UNTIL
FURTHER NOTICE
BUT MESSABOUTS ARE BACK!**

Sub-Committees

Messabout Calendar info@woodenboat.org.au

St Ayles Skiff Sub-committee

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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

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

As the Covid-19 restrictions ease, Messabouts are back on. After the Brisbane River Cruise on Saturday 20th June, I would like to schedule a Planning Meeting in the shelter shed in Yowoggera Park, in Sandgate Road Albion. If you have an idea for a Messabout, download the Messabout Information Form at

http://www.woodenboat.org.au/images/pdf_files/Messabout-Information-Form-V1_e.pdf complete and email it to Darrell.

We have rescheduled the Caloundra Week Messabout for week later than original planned week. The Brisbane Show Holiday has been transferred to fall on the weekend that we had original planned. The Caloundra Week Messabout is ideal for canoes, dinghies, put-puts and trailer-sailers.

This time last year I wrote about a 5.2-metre vessel sinking about 14km off the coast of Caloundra at 1.30am leaving two adults and a 6 year old boy in the water for six hours without life jackets. In the last Month in Queensland waters, we have had a person lost from a yacht in the water off Mooloolaba and two sailors and a canoeist rescued in Moreton Bay, If you are intending to go sailing by yourself, consider contacting another Member who lives in your area to see if you can enlist some company.

A Membership List is available on the WBAQ Web page at <http://www.woodenboat.org.au/index.php/member-list>.

You can only access that page if you are a Member and have registered. If you click on "Postal Suburb" on the Membership page, the listing will sort alphabetically. If you have not registered do so here. <http://www.woodenboat.org.au/index.php/cb-registration>. Whatever you do, please wear a life-jacket.

Eluded above to the Covid-19 restrictions easing to allow Messabouts to re-commence. With further easing, Monthly BBQ and Members meetings may be able to be organised. The Committee will have to liaise

with the Mens Shed Committee before this can take place. There will be restrictions on the number allowed inside to meet the 4sq metre rule. Also due to the restrictions on "buffet" style serving of meals, our previous BBQ formats will need to be revised.

I am still working on the adopting the "Model Rules" for the Association. I am in the process of identifying Rules that have changed or have been added in the "Model Rules" as compared to our existing Rules.

There has been no information from the BCC on the repairs to the sewerage system at Argyle St. at this stage.

Jim

UNDER CONSTRUCTION

DAVE MICKLETHWAITE is building a "Solo Micro Bootlegger" design by Nick Schade of Guillemot Kayaks. As usual he is writing a blog, words and photos, at <https://davesmicrobootlegger.blogspot.com/>

You must check this out – Superb workmanship from Dave – you will be amazed! It's art! Dave says that having this boat to build is keeping him sane during these crazy times.

JOHN WALDUCK Kingaroy Member

John is building the kit Oughtred "Penny Fee". John says: "I've been a bit distracted this month with other household chores. I now have three planks on, as well as the fin. I'm working on the rest of the keel while I can still reach it easily. I've also had to fair a couple of flat spots where the plank scarfs are".



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".

BARRIE BAKER is building an extended version of Jim Ingliss design of his boat "Gert by Sea". Fitted the 18th and final plank yesterday, just the stem to go before resin coating and painting before turnover.



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

IAN PRIMROSE has started a Chesapeake 17 LT (light) Kayak for something to do during social distancing. Getting close to the finishing line

NEW ! DENNIS SMITH Next Project! Not a Boat but...
 I'm now working on another project but it's not a boat, but is using some boat building techniques. A billy cart for nephews and nieces to compete in the Wood Hill School billy cart competition (when normal life activities recommence). The body will be made from wood strip. The rules state must be made of wood Maximum length 2000mm maximum width 700mm must have 4 wheels maximum diameter 400mm must have a brake, if enclosed body must have a seatbelt fitted. The only steel allowed are axles, wheels, steering & brake components. So far costs are wheels second hand from a swap meet \$20, 1 x axle Bunnings \$12, seat & steering wheel \$4 tip shop, everything else has been from bits in the shed.



LAUNCHINGS



BRAVO / ZULU Naval Flags meaning "Well Done"

COLIN PAROZ has launched his 14ft Pacific Dory. See the article on the build later in the LOG



ROHAN WATT

After shoulder surgery interrupted the build, the "Deb Bay 4" has finally been launched. My Wife Debra and I spent a very pleasant afternoon in Tingalpa Creek in our Water Rats. The electric outboard is great; sure beats paddling.



Rohan in the "Deb Bay 4".



Towing Debra with the electric outboard.



Debra in "Deb Bay 3" (Launched Oct18)

PETER JENSEN has launched his Oughtred Puffin.



WEBWATCH
Go boating without getting wet!

Something Different

Five Knots – That’s tying knots – not speed knots! And it’s an audio tape from the BBC – sadly no pictures but interesting. 29 minutes
https://www.bbc.co.uk/sounds/play/p08c8v8s?fbclid=IwAR3oqxqBr2jpfC6HH9JaBVQX_zd-bHEIIQeU2GyudlLuoGq8NKd3eGyzITQ

Sailing on Lake Windermere UK 1934 a Pathe film of the “good old days” 1.3 minutes

https://www.youtube.com/watch?v=Zs2-EX8FaS0&feature=emb_logo

This bloke uses an axe and knife to build a traditional dinghy- Amazing! 19minutes Thanks Dave M & Paul Hernes

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

Construction projects using plywood – a wood rack or canoe rack that could be useful – Thanks Leo 15min (unfortunately has some annoying ads)

<https://www.youtube.com/watch?v=OQ1SD6Tixzl>

History of Norman Wright & Sons – Qld Boatbuilders back to 1906

<https://www.wrightsons.com.au/archives/>

**NEW MEMBER
A HEARTY WELCOME TO:**

GEOFF SMITH of Tewantin – has a Farrier 720 Trailer Tri Built 1981, Arrow x 2 Built 2014, 1978 Hartley 18 TS his current restoration, 1968 and Wooden Motor Boat Built with Ford Prefect Motor
Geoff heard about us Internet while searching Hartley

REPORTS

**BRISBANE RIVER ACCESS HUBS
MESSABOUT 21st MAY**
Darrell Spiers

Four vessels and our president on his bike turned up for planned Messabout to inspect the new River Access Hubs in the downstream section of the Brisbane River. The forecast of rain on the day put some other member’s participation on hold. Three of these vessels, consisting of Ian Primrose in a kayak and Ed Elcock In his 15 foot outboard powered motorboat and myself in my 10 foot inboard powered boat launched from the



Breakfast Creek ramp under overcast conditions. We passed some large launches at the Breakfast Creek Boatyard and at the mouth of the creek we observed Ian Mortleman and David Payne on Ian's new large vessel "Tradewinds", who had left Manly at 6.30 to join us.

This meant that our fleet ranged in size from 10 feet to 38 feet. We proceeded upstream to our first planned stop at the New Farm Park River Hub just in front of the Power House complex for morning tea. The pontoon moorings at the hub can hold 12 to 14 boats but our fleet of 4 were the only boats there. I should point out that there is a 2 hour limit at the moorings.

After morning tea we proceeded upstream to our destination of the River Access Hub located at the new City Botanical Gardens Riverwalk. Along the way we observed two sandy beaches, one on the northern bank opposite Norman Creek and another just before the Storey Bridge on the southern bank. We will keep these in mind for future Messabout destinations.

We arrived for lunch at the Botanical Gardens to once again be the only boats there, however we were joined by a yacht during our stopover. By this time, the sky looked as if we would get wet after all, so we packed up and left on the return journey to be greeted by light rain that turned into average rain as we entered Breakfast Creek.

This was a very scenic cruise and I for one was amazed at the new developments on our river such as the Riverwalks. These allowed Jim to follow us all the way on his bike and join us at the stops.

Do not stress if you missed out, as I will be hosting the same Brisbane River Messabout on the Saturday 20th June – same river-different direction. Later in the year I will plan a further Brisbane River Messabout starting upstream heading downstream to the other river access hubs that we have not yet visited.



Ed & Ian - Photo by Darrell Spiers



Darrell's 10ft boat dwarfed by City Buildings – Photo Ian Primrose



Social Distancing on TRADEWINDS – Photo Ian Primrose

BRISBANE RIVER MESSABOUT

Story – Ian Primrose

😊 They said it was a paddle down Breakfast Creek to check out the new Hubs in the Brisbane River. What's a Hub? Perhaps I wasn't paying attention. I chose to bring a Kayak. They all turned up with motors. Against the tide, I paddled 4km to the first impressive Hub at the Powerhouse. Now I know what a Hub is. Nice. Off to the next one, they said – It's just around the bend. Never trust a man with a motor for an accurate estimate of time and distance. The tide ran strongly through the narrow bit of river under the Storey Bridge Citycats acted like jetskis. We got to the Botanical Gdns Hub after another 4km It started to rain lightly. For the return trip, thankfully the tide was still running out. Good, except for the last leg up Breakfast Creek.



Total **distance paddled 17.5km** over 3 hours paddling time.

They say that what doesn't kill you, makes you stronger. I survived so I must be stronger! Certainly now smarter – bring a motor.

Despite the distance or perhaps because of it, it was a good trip, giving a fresh perspective of our City.

PART 2 – BUILDING THE KIDS' KAYAK

DARRELL SPIERS

Last month, Darrell took us on the journey of building a school kids' Kayak. He continues with the progress here...

Last month we talked about cutting out the pieces and assembling it so it now looks like a canoe.

Now we stick it all together



STEP 7 We are now ready to apply the epoxy filler radius to the inside corners of the hull. The first photo shows the tools used for this operation on the top of a tin, the piece of aluminium with a radius of approx. 18mm will form up the radius in the filler and the scrapers will be used to clean up the excess filler.

You should mix the filler powder with resin until it will hang on the mixing stick without dripping back into the mixing tray. A photo shows the completed fillet, note that the hull is supported on two sticks and held in place by a heavy can of paint placed in the centre to maintain its true shape. At this point clean up every drop of epoxy as what you clean up in two minutes will take 22 minutes to sand off when it has set hard latter on.



time taken 45 minutes

STEP 8 Applying the glass tape to the join. Start by giving the fillet a quick sand with course sandpaper to remove any lumps on the fillet. Next cut all the 50mm glass tape to length, then using approx. 25mm cheap paint brush wet out approx. 200mm length of tape at a time. Do not use excess resin as you will only have to sand it off later and it is just a waste of money that will only add weight to the hull and not provide any more strength to the join. See the photo of the completed seam. Note it's the little kayak in the photo you are supposed to be looking at, time taken 1 hour.

STEP 9 Preparation and application of glass tape to the outside of the hull. Cut off the plastic ties with a sharp chisel. Sand a radius no smaller than the radius of a common pencil to the outside corners of the hull using course sandpaper, then cut the glass tape to length and apply as you did to the inside of the hull. Remember no excess resin so you will not have to sand it off latter, time taken 1.5 hours.

STEP 10 Cleaning up the glass tape on the external hull. When the resin sets in the glass tape it will leave a raised section on both edges. This edge seems to be a cotton string used in its manufacture to hold the glass weave together, the cotton section seems to just soak up the resin to produce this lumpy edge. To remove use course sandpaper, time taken 1.25 hours

STEP 11 Fairing the outside of the hull. Mix up fairing paste using resin and fairing powder just as you did for the inside radius and apply alongside the tape joint to fair the tape joint using a plastic blade. When set sand using a cork block and approx 180 grade sandpaper. Once again do not apply an excess of filler as you will only have to sand it off. It is best to do this stage in two steps using your eyes and hand to test for fairness. See attached photo, time taken 2.5 hours



STEP 12 I used a light weight timber for the deck framing such as cedar. If you have trouble bending components such as gunwales use two strips half thickness glued together. The photo shows that I have not used the deck system shown in the plan but have designed my own which I think is more suited for a child then a small cockpit opening that they may get trapped in, if and when it gets tipped over, time taken 8 hours. It is slow work cutting and fitting all the components with the compound angles.



That's it for this month.

SHOW, TELL & ASK

TELL: A TENDER TROLLEY DOLLY
IAN MORTLEMAN

With my recent purchase of TRADEWINDS, which didn't come with a tender, my thoughts turned to what sort of tender would work. No provision was made for lifting or storing a tender on board. So much as I don't prefer towing a tender it is for the short term the best option.

I settled on a Walker Bay 10 sure its fibreglass but it is clinker. May be one day a wooden one will replace the Walker Bay. And as I can now step off a Duck board into a tender, stability isn't the main factor.

The next question that arose was do I leave it at the marina, in the water chained and locked and have to go down after every rain period and drain it. Or do I bring it home on my flatbed utility. The latter appeared to be the best option.

So next problem to solve was how I get it out of the water up a boat ramp and onto the back of the Ute, by myself?

A boat "dolly" or is that "trolley"?

Quick search of the internet and for sale stuff didn't lead to any suitable trollies, plenty of "dollies" but not the kind with two wheels.

I set about designing and building my own, off course first trip was to Bunnings for two suitable wheels, solid, plastic rims and around 250mm or 10inch diameter, perfect.

Do I build out of steel, to heavy, aluminium possibly, but don't want outlay to much in case this doesn't work out. So its timber, and as it happened I had some good pine from non-reusable pallets and some old ceiling battens along with bits of Aluminium strapping and stainless steel scrap a Dolly Trolley was hatched.



Tender on the Dolly Trolley With one of the two ramps used to wheel it up onto the Ute tray.



Wheel and sub frame and dingy support, a couple of angled Aluminium straps for bracing.



Red cord goes back to a cleat to stop tender sliding backward.



Pulling handle and as it turned out works as a ground leg when vertical



Front support and wedges back to back on bottom. I was thinking these would sit on ground but not to be



Finished and Painted

Does it work? Well I can easily run it up onto the back of the Ute using two aluminium ramps. So that leaves launching and retrieval which to date I haven't tried but see no reason why that would be a problem, I will let you know. Possible weakness the centre bar which is a pine yes it could break!!

TELL: Who said boating was fun....?

Ian Mortleman

When I bought my new boat the fresh water pump kept cutting in on a far too regular basis. As no obvious leaks were evident it "must be the pump" easy to replace. Took the pump out yes it was a bit old so off to Boating and RV, do you have one of these pumps it is 24 volt? Well no we have to order it in Ok let's do that more or less like for like, I am in no rush.

A month goes by I drop in to the shop nothing, Covid 19 is ramping up, so Shop suggests another brand still same as the old one and readily available. As it turned out not quite like for like.

Back to the boat with brand new 24 v fresh water pump, refitted in no time. Power on pump starts, water gushing out Hot water cylinder pressure relief valve, turn tap on gushing stops turn tap off gushing starts. You would have thought I would have twigged then but no.

Bugger I knew I shouldn't have played with the lever on the Pressure relief valve, you know the one that tops up the cylinder "Its jammed open"

So out with an old thin sponge rubber mattress to soften the edges as I squeezed not so supple body into arms reach of valve. Great it's unscrewed by hand, off back to workshop, yes all crusted up with calcium from the water. Let's buy a new one while we are at it, off down to plumbing shop old guy behind counter greeted me with "while since I have seen one of those" not a good sign!! Luckily the manufacturer has an



outlet in Brisbane a quick phone call by the plumbing guy and a replacement one is available. Not so good is when he asks you if you would like to sit down before I tell you how much.

With new pressure relief valve in hand back to boat and reinstall. Turn new pump on and guess what water going everywhere, yep new pressure relief valve doing its job, relieving the pressure.

It is now that I look at the cut out pressure on the pump and compare with the relief valve setting, Pump 280 KPA (40 PSI) Relief valve 245Kpa (35 psi) can't change the pressure valve as that protects the hot water system. Now most pumps including the one I took out have the ability to adjust the cut out pressure. Guess what the replacement pump does not, you have to buy a new pressure switch of a lower setting. So out with the new pump reinstalled the old pump because it can be adjusted and power on pump pressured up, all good. Well not quite as I was enjoying a quiet cuppa to recover, the pump starts cavitation continuously, must be air in the system open taps spurt, spurt, open shower nothing no leaks hang on I wonder if the water tank is empty and it was. Tank filled, pump on and not cutting in and out so pressure relief valve was the problem.

What did I learn? Get a fresh water pump with adjustable cut out pressure, look for someone with very short legs, thin and extremely long arms to work in the confines of a boat and someone who can see the bleeding obvious.



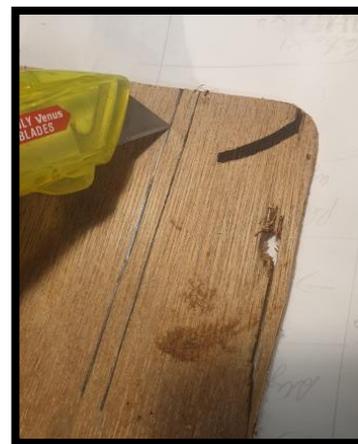
Hot water cylinder Pressure relief valve

SHOW: A NEW HATCH COVER– Leo Sines

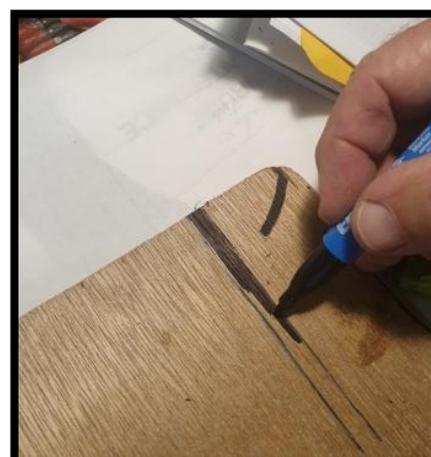
I stood on a hatch while cleaning my boat and of course the outcome was I broke it. Ooops!



They don't have spare parts any more so I decided to make 2 new ones.



Marked it out and scored the lines with a box-cutter to prevent bleed-through



Coloured in between the lines with a black marker pen

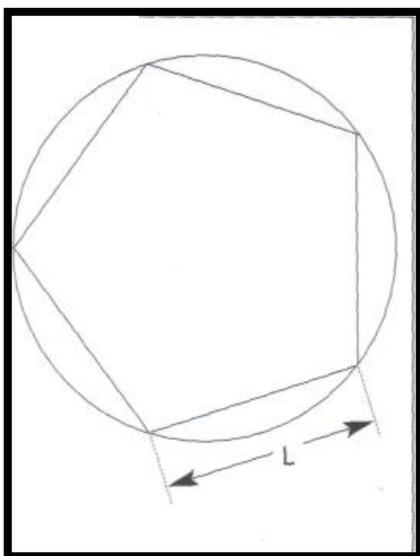


Routed the edges & a couple of coats of varnish

It's faux caulking – all done with a marker pen and a bit of varnish. Looks like the real thing. Problem solved!

TELL: A TABLE OF CHORDS
(pronounced "cord")

A chord is the distance across the base of an arc that will give a pre-known number of equally spaced divisions along the circumference of a circle.
In the diagram, L = Length of Chord



To find the chord of a division of a circle, take the figure shown against the number of required divisions in the table below and multiply it by the diameter of the circle.

TABLE OF CHORDS

No. of Divisions	Length of Chord
3	0.8660
4	0.7071
5	0.5878
6	0.5000
7	0.4339
8	0.3827
9	0.3420
10	0.3090

So, if you have a 75mm (non-tapered) mast that is required to be 8-sided $75 \times 0.3827 = 28.7$
Each side or face (chord) will be 28.7mm

A POURING AID FOR PAINT CANS

Jim Jones

Use a bit of masking tape to form a spout when pouring paint from cans.





KNOW THE RULES

JON ELCOCK

1. NAVIGATION MARKS

The IALA (International Association of Lighthouse Authorities) Maritime Buoyage System was implemented in 1977 to address the unsatisfactory and sometimes disastrous mix of over 30 buoyage systems being used worldwide. IALA first set up an international technical committee in 1965 to examine the problem and design a system that would be globally recognised.

Today we have only two buoyage systems in the world, that's not a bad effort. We (in Australia) are in Buoyage System A so let's have a quick look at that one.

The main two marks are the lateral marks, that's the RED and GREEN ones. They mark the edge of the channel. Understand what those two markers are telling you and understand 'direction of buoyage' (that's the way the markers are set up to guide you), and that will keep you out of a lot of trouble.



The **PORT** marker is **RED** (the drink port is red) and its top mark is a square or a can.

The **STARBOURD** marker is **GREEN** and its top mark is a triangle. Think of it as a green fir tree.

The reason for the different shapes on all the markers is so in poor light or if the sun is in the wrong direction, you can distinguish the markers by their silhouette.

Direction of buoyage. This set up to guide you home or towards the major port in that area.

As you enter any river, creek or marina you are going in the direction of buoyage. All you have to do is to match up your colours, red makers on the port side of your boat and green makers on the starboard side.

In Moreton Bay the direction of buoyage is leading towards the major port, the Brisbane River. Remember Pumicestone Passage is a 'passage' not a river. The direction of buoyage starts at Caloundra heading down towards Brisbane River. This has confused a few people over the years.

In the southern part of Moreton Bay the direction of buoyage starts from the Gold Coast Seaway and heads up towards the Brisbane River, so the changeover point is the entrance markers at the mouth of the River.

The markers will tell you where the best water is. You can go outside these markers any time you like, AT YOUR PERIL. **"You're the skipper, you're responsible"**

There are nine markers in the IALA buoyage 'A' system. Let's look at one more, the special mark.

SPECIAL marks are **YELLOW**, top mark if fitted is an **X**. There is a list of things the special marks can be telling you. In most cases a special mark will warn you of a junction in a channel, which could also mean a change in direction of buoyage.

How do you find out what a special marker is there for? **Look at the chart.** Do your trip plan with a chart of the area, and don't forget to also take the chart with you.

NEWS

For your information

Redland City Council's Construction Crews will be commencing the upgrade of the gravel area currently used for launching boats at Torquay Road, Redland Bay. These works will involve a 2 coat bitumen seal to the existing gravel area, installation of speed humps and traffic signage. Works are expected to commence



1st June 2020 with a completion by approx. 30th June 2020 (weather permitting).

SPECIAL MEMORIES

Kim Pollock

Looking for reading material I got out *"The Wind in the Willows"* by Kenneth Grahame, which was given to my daughter by her grandfather 32 years ago. While reading it I have this feeling that my daughter is sitting next to me listening and she's 4 years old. Interesting sensation.

In the story Mole has just met Ratty and they go rowing – in a wooden boat, of course!

Ratty says to Mole "Believe me, my young friend, there is nothing ---absolutely nothing-----half so much worth doing as simply messing about in boats. In or out of 'em, it doesn't matter. Nothing seems really to matter, that's the charm of it. Whether you get away, or whether you don't; whether you arrive at your destination or whether you reach somewhere else or whether you never get anywhere at all, you're always busy, and you never do anything in particular; and when you've done it there's always something else to do, and you can do it if you like, but you'd much better not." So off they go to have a picnic.

Makes me also think of the WBAQ members and their passion for wooden boats.

EASTER CRUISE - GREAT SANDY STRAITS

Jim & Helen Jones

Easter 2002 I am digging into the Hartley Hotline for articles that I wrote while Editor of the Hotline.

By Jim and Helen Jones

After watching the weather forecast for the week before and hoping for fine and light weather, we woke up on Good Friday to find it raining and a strong wind warning current for Easter Sunday and Monday. It was Easter after all! We then decided to leave on the Saturday.

We rang Richard and Lee Wood who were also intending to do the cruise in their good ship "Hanky Panky" a TS16. Lee indicated that they would still drive

up on Friday and visit relatives and meet with us at Boonooroo about midday Saturday. As Helen and I had decided to leave on Easter Saturday, we would delay our return to the following Tuesday.

The drive to Boonooroo, just north of Tin Can Bay was pleasant and incident free, arriving there about midday to find Richard and Lee having a cuppa in the caravan park.

We organised our car and trailer parking with the friendly owners of the caravan park. After checking out the boat ramp in the caravan park, we decided that we would rig and launch our boats at the Big Tuan boat ramp, about 2 km away. The ramp at the caravan park is only suitable for tinnies for about 3 hours either side of high tide.

Bit Tuan boat ramp is surrounded by trees. We rigged the boat and launched it, taking a little of the flora with us. Helen's trailer driving skills, which were non-existent, were put to the test and she quickly learnt and followed the more experienced Lee back to the caravan park while Richard and I motored over to pick up the girls.

We motored out to the mouth of the channel and raised the sails in about 10 kts of wind from the SSE. We were heading north and as we were against the ebb tide, took a long time to cover any distance. The houses at Boonooroo stayed of our port side for a long time.

The three red markers at Boults Gutter took some finding. As we were approaching from the SSW, they presented as a single marker. Eventually we arrived at Gary's Anchorage on Fraser Island, quite a pretty anchorage at high tide and well worth the trip across. Arriving at low tide as we did it was not till the next day that its true beauty was realised. We shared our anchorage with 12 boats, all sorts, 40/50 ft yachts, (one from Canada and one from Finland), tinnies, motor boats and houseboats.

Ashore with our chairs and enjoying a shandy and nibbles on the beach, we watched the sun set over the mainland and then retreated to the boat and pulled ourselves away from the shore to get away from the very friendly insects.



On Sunday the weather forecast was for strong winds. We decided to stay at Gary's Anchorage Sunday and Monday as to move we would have to get out into the channel along with the wind, swell and waves. We could see the whitecaps in the channel about 2 k to the south.

Our activities for the day included a leisurely walk for about an hour along the bush track, a bit of swimming in the very clear water, eating, sleeping and then socialising with a family on trimaran, "Midnight Oil." They were up from Brisbane for the break. Richard had his yabby pump so then yabbing was the order of the day which resulted in enough for a night's fishing off the back of the boat.

Rafted up with "Hanky Panky" fishing after dark was fun, with 5 being caught and all thrown back to live another day. Checking out the fish in Richard's Fishing Guide was very educational, especially as one fish was grunting quite loudly. Did a bit of rocking and rolling Sunday night. With the wind against the tide, the boat decided to sit abeam the swell which tends to toss you off your bunk.

Richard and Lee had to leave early Monday as Richard had to work that night. They left a message on the phone to say they had a rough trip back and that we should leave really early Tuesday to beat the wind and swell.

Monday morning we talked to a boatie from Brisbane on a 45 footer who came ashore for some yabbies. He was on the way to Gladstone and had pulled in behind Fraser to get out of the wind. He said he would bring us some fish Monday night if he caught more than he needed.

That afternoon there were no promised fish but he gave us some helpful advice by suggesting we move up the channel about 4 km to get out of the swell at high tide, due about midnight. We found a nice big pool north of Stewart Island and anchored up. We were out of the swell but had a bit more wind, so we took our boom tent down to stop the noise of its flapping.

Tuesday morning we awoke at 4 am hoping to set off under the full moon. But it was too cloudy, so we went back to sleep and then arose at 5:30 am. We pulled up anchor and motored off towards Boonooroo.

The tide was with us and we were motoring into about 10/12 kts of wind. We had to motor as we were

pointing directly into the SSE wind, in a channel on an outgoing tide and I did not want to sit on a sandbar. After clearing Boults Gutter and out into the open water, we unfurled the jib and sailed for about an hour until we broke a fitting on the jib track which prevented a correct jib setting.

In blustering conditions a decision to furl the jib and motor the rest of the way to Boonooroo was unanimously agreed upon but we could not furl the jib fully. The jib furled tighter than normal, due to the wind and we did not have enough furling line on the spool. We decided to lower the jib and pulled the lowered jib in through the front hatch anchoring with many twirls of the jib sheets to prevent it escaping. Helen loved that manoeuvre but has adapted magnificently to some of these trying situations. She learns something new each time we cruise.

By this time we were exposed to the increasing wind and swell coming through the Wide Bay harbour entrance. Glad to have wet weather gear as we were continually being dowsed with the raging waves.

This lasted for about half an hour until we made the entrance to Big Tuan Creek. Once in entrance to the creek behind Poona Point, the seas calm down.

Helen alighted at the caravan park to pick up the car and trailer. After de-rigging the boat, we had lunch in Tin Can Bay and a cuppa with family friends about 15 k out of Tin Can Bay. We arrived home about 8:30 Tuesday night. It was so nice to be dry, safe and tucked up into our nice (non- rocking) beds that night.

Great Weekend.

Book review – New Plywood Boats.

Apologies: I cannot remember which member submitted this. But Thanks...Editor

"New Plywood Boats and a Few Others" by Thomas Firth Jones is a book that can be found in the WBAQ library (when we can eventually get a home for it). The book describes the design and construction of



a verity of boats including row and paddle boats, day-sailers, runabouts, long narrow powerboats and sailing multihulls. The following are notes I made while reading my copy.

- P4. Formula for hull speed in knots is 1.34 times the square root of the waterline length in feet.
- P6. Extra reading: "Modern Wood Yacht Construction" by John Guzzwell. (Also, not mentioned in the book but related is "Trekka Round the World" also by John Guzzwell, the story of a round the world journey in a self-built 20'6" wooden yacht interrupted by a cruise from Melbourne across the Southern Ocean to round the Horn with Myles and Beryl Smeeton in which they were capsized and dis-masted not once but twice, as described in "Once is Enough" by Miles Smeeton.)
- P7. A description of fibreglass scarfs, which uses less plywood than the usually described tapered scarf.
- P8. Prefers Latex semi-gloss house paint for most boats, it lasts better than alkyd paints.
- P27. Doesn't saturate coat with epoxy as it is not 100% waterproof, and has amine blush. (The book was published in 2001, so this comment may be out of date.)
- P27-28. Brief discussion of conical projection.
- P38. The athwartships balance matters at least as much as fore-and-aft balance in maintaining a neutral helm.
- P50. For bevelling stringers, use a leg attached to the plane bearing in the line of the plane bed. When both a frame and a chine must be bevelled, take them down alternatively a little at a time. (This is similar to the method described by Tom Hill in his book "Ultralight Boatbuilding.")
- P50. On a double chine boat, the ply planking should be mitred not overlapped as the angle is more obtuse, and a mitre covers the end grain.
- P59. To get panel shapes, make a quarter scale model planked with 1/8" (3mm) plywood, and scale up.
- P60. Varnish – Urethane is harder and better for abrasion, but oil varnish holds up better in the sun.
- P62. For modern boats with fin keels or daggerboards, the centre of effort should be directly over the keel or board and the rest of the underwater shape can be ignored.
- P64. Critical numbers for boat design are displacement, centre of buoyancy, and prismatic coefficient.
- P64. Drawing lines – Draw station grid, waterlines in profile, and buttock lines in plan (all the straight lines) on one side of the tracing paper, and the curved lines on the other side, as the curved lines will be erased often.
- P65. Sheet lead for a jib – from 40% up the luff through the clew. Sheet lead for a boomless spritsail from 65% to 80% up the luff is ok.
- P68. When using ply C clamps for glued lapstrake construction, wrap wedges with sandpaper if you need to increase the grip.
- P68. At ends of strakes in glued lapstrake construction, use a dory lap in lieu of a rebated lap (gains).
- P70. The formula for spring-back in a glued laminated member is 1 divided by (N squared -1) where N is the number of laminates.
- P72. A boat should be used for at least as many hours as it took to build.
- P73. Planning – conventional definition is when speed (in knots) is three times the square root of the waterline length (in feet).
- P74. A boat should plane with 1 hp to every 40 pounds (18 kg) of load, and with a perfectly flat bottom, 1 hp to every 50 pounds (23 kg) of load.
- P95. "The smaller the boat you're building, the less painful it is to use good materials"



THINK ABOUT THIS...

**If you love something, set it free.
If it comes back, it's yours and if it
doesn't, it never was.
And if it just sits there on the sofa
watching TV, unaware that it has
been set free,
you probably married it or you
gave birth to it.**



EARLY LIFE OF ALBERT JEAYS

Following on from the article in May Log about Albert's boat "Octavia"

Extract **MARCH 2004 LOG** By Ed Elcock *Notes of a talk by Albert Jeays to the February meeting of the Wooden Boat Association Queensland, at the Queensland Maritime Museum, about his wartime experiences in Torres Strait in small ships.*

--oOo--

Albert started work in his father's hardware store at the age of 14. When the war came he enlisted for service in Torres Strait and Rabaul as an engineer. Initial induction and medical injections were at Lynton, then they sailed north. They arrived at Thursday Island in April 1941, and the beautiful green palm fringed islands impressed Albert. Albert was also involved in the installation of searchlights at sea level, powered by big Southern Cross diesel engines, which took two men to start.

The boats there at the time were the old government boats and mission boats. Not long after arriving, Albert applied to get on to the boats, but it was not until boats started coming in from the south that his application was successful. By this time, six of the section has been sent from Goods Island over to Horn Island.

Albert remembers the Grand Hotel on the waterfront, and the Metropole Hotel, and the various small shops on Thursday Island, together with the names of the proprietors. There were two Japanese lugger yards. The Japanese built most of the luggers over the years. The eastern most yard was run by the Hocking family. The allied works had built two runways at Horn Island which are still in use today, but at that stage they were had a gravel surface, like

The luggers were all built of Oregon. Periodically, the boat builders would order a shipload of Oregon. It was beautiful quarter cut timber and it would be stored under the hotel. The luggers were built on permanent frames. The boat builders would go down to the mainland and get mangrove or spotted Gum for the frames.

On Horn Island, they were thrown in at the deep end. The task was to lay explosive to destroy the Runway if it fell into enemy hands, and this work had to be carried out while the runway was operational. The engineers worked out that if they sunk a hole beside the runway 20 feet deep, then tunnelled under the runway and placed the explosive, it would meet the requirements.

On leave from Goods Island, at the Metropole Hotel, Thursday Island, 1941 Albert arrived at the last of the humid season.

When the south-easter came in and had been blowing for a week, Albert thought it was probably time for the wind to change. But the locals informed him that the wind would blow like that until about November. The wind would vary in strength up to about 25 knots, and when it blew at that speed for a while a lot of water would be forced through the straight. This stirred the bottom up and the fishing luggers had to return to port.

When this work was almost completed, Albert got a call to report back to the Grand Hotel on Thursday Island, which was the HQ for water transport, and was allocated a vessel by Captain Ross.

The first boat Albert was given to command was a beautiful 36 foot carvel with a little sort of covered in accommodation forward, fitted with a four cylinder Frisco Standard petrol / kerosene engine. They had about three trips from Thursday Island down to the mouth of the Jardine River.

A radio direction finding station was being established there and Albert ferried firstly survey parties, then later on a bigger boat took most for the materials for the station's construction. The engineers were divided into two sections. Albert's section was sent to Goods Island, the eastern most island. Here there were too six-inch naval guns that came off the old "Sydney". One of Albert's first jobs was to assist the artillery people bolt these down to concrete footings. Albert was pleased the Japanese decided to come down through New Guinea, and not through Torres Strait, because these guns wouldn't have provided much opposition for them.

Next came a trip to Bardoo, north of Thursday Island, but to get there they had to travel east to get round the reefs. Burns Philp, had a 25 ton Grafton Lugger. Albert then spent some time on a very sub-standard



lugger. In the bilge, there was concrete ballast, but the timber in the ribs had rotted away, so it was only the concrete that was holding it together. The lugger went on to New Guinea later and goodness knows what happened to it.

Albert was then given command of a three- engine boat. It had been built by Dick Watts who was the brother of Lance Watts, of Watts-Wright. He had built it to carry cargo down to the Moreton Bay islands. It was not clear if the builder had put the engines in or the Army had when they refurbished it, but it had three truck engines. They were branded Buda. That is still an American engine manufacturer, but Albert had not heard of a Buda truck. The centre engine was a six cylinder with a broken down gearbox, the port engine was straight through – when you started the engine, the propeller turned – and the starboard engine had a truck clutch.

The boat was built on the sea-sled principle, with almost straight sides, a very wide bow, and the bow tucked in to form a “V” recess along the centre line, the idea being that if you went fast enough, it would ride up on its own bow wave. Well, if it had enough power it may have, but with the motors it had, six knots was about its limit. The centre engine kept blowing gaskets, so it was generally run on the two fours. The wheel house was to one side so it could load trucks, but the only way to get trucks on board was to use two 20 foot RSJs. These were put over the bow and the truck winched up.

It was on this boat that most of the materials was taken down to the Jardine. Albert was lucky to have as his pilot a very experienced local man of about 40 years of age. Albert was at that time 22 years old with the rank of Sergeant but his pilot respected the fact that Albert was in charge. Although he would occasionally say that he should have been the sergeant and Albert the private, because he had the responsibility of the boat. The local people had a deep-seated dislike of the Japanese because of their domination in the pearling industry. Albert expanded on the characteristics of his crew.

Overall, Albert and his crew didn't do too badly for food. It was the usual thing to have a line out over the stern, made of Army telephone wire. This was only about 1/8 inch in diameter but it was made of two or three strands of copper and a few strands of steel. So the insulation was peeled off for about 20 feet and a

hook attached. Whenever they anchored, some of the crew would be down with a spear and often come up with a crayfish.

They had a bit of a windfall one-day. They were loading a ship and a whole sling load of cases of food fell down between the ship and the wharf. As soon as the ship left, Albert said to the boys that they would go and get the cases, so he rigged up a big hook on a line and retrieved most of the food.

The only trouble was, most of it was beetroot.

Potatoes used to come up in timber crates, but they were very bad crates and there were often potatoes all over the wharf, so they would gather up some of those, and didn't do too badly.

Then Albert and his crew got involved with the telephone line that ran from the mainland to the back of Horn Island. It had to be replaced. A ship came up with all the cable. Albert's boat supposedly had the most power. So what he had to do was take the end of the cable (it was a bit thicker than a broom handle, and had a 44-gallon drum attached at about every 50 feet as it came off the big roll on the ship) and pull the cable out. On the first occasion, the tide beat the man they were being swept off course. So the cable was re-wound and the next day they started earlier before the tide was strong, and got the cable to shore. The shore cable was then bought out and the lead-sheathed join was made on the deck. The same thing happened at the Horn Island end. More cable had to be laid between Horn Island, and Thursday and Hammond and Goods Islands, they wound about five miles of a thinner cable (about 7/8 inch diameter) on to the deck. But the tropical sun got to it and melted some of the protective coating, and they had black stuff all over the deck. Albert and his crew then had to lay the cable between the islands.

Albert said that the time up there was very interesting and the local people were wonderful chaps. Their numbers have increased considerably in the period since the war. Albert was told by this pilot that, before the coming of the missionaries, because of the limited resources of the island – what they could catch and grow – they had to practice infanticide. If the population was getting out of hand, at the direction of the chief, the babies were taken out and buried in the sand at low tide. But now the situation has changed. When Albert's pilot's younger brother died about three years ago, he left 14 children and 90 grandchildren. The lifestyle of the local people has changed. When



Albert was there during the war, they had an excellent physique, and were very independent. He noticed a change at a recent reunion. Rather than paddling or sailing their own boats, they travel around in outboard powered tinnies. The beach is practically covered with coconuts because they are not harvested. Rather than harvest and use the coconut, they go to the shops and buy a packet of biscuits or chips. They don't build their own homes, builders come up from Queensland and build them concrete masonry houses while they sit around and watch.

Albert then showed charts of the area and photos of his time at Thursday Island.



Engineers on leave on Burns Philp Lugger



Burns Philp, a 25 ton Grafton Lugger



Reconstructed gun-pit – Horn Island 2019

Photo Ian Primrose



On leave from Goods Island, at the Metropole Hotel, Thursday Island, 1941

WIND GRADIENT 101

John Tennock

Before anyone explained any theories to me about wind gradient I learned about it in a very practical way that almost cost me my boat.

The first wooden boat I ever built from scratch was a 19'6" bilge keeler, "Alfresco" built on a shoe-string budget. She lived on a cheap mooring in the Tamaki River in Auckland so regular anti-fouling was essential.

I managed to avoid slip and hard-stand fees by sailing her about 15km around to Okahu Bay which had a very flat firm bottom well dried at low tide. Sailing was the only option because the vintage Underwood 2-stroke marine engine, which ran fine on the bench, refused to start when installed in the boat.

She had been at anchor in the bay for a couple of weeks waiting for a Saturday morning with an early high tide so that I could get her close to the shore and wait for the tide to fall. So now, back to my story...



The day dawned bright and clear with a very high tide. Just what I wanted. I swam out to Alfresco to sail her in to the shore. There was no apparent wind and I had her on a long rode so it seemed obvious that it would be simpler to pull her up to the anchor as fast as possible, heave the anchor on board, and just coast up to the beach.



I should have noticed that, although there was no apparent wind, she was lying directly northeast of the anchor. Rapid hand-over-hand got up a good speed, the anchor came aboard easily and she drifted gently towards the beach ... for a while. Then I realised that due to wind gradient, at the top of the 26 foot mast there was quite a good south-easterly breeze. She stopped, then started drifting backwards in the general direction of the rock wall you can see in the background of the photo.

“No problem.” I thought. I quickly reversed the anchor rope, grabbed the free end in my teeth, jumped over the side and swam for the shore ... until I came to the end of the rope.

“No problem.” I thought again. “I should be able to walk from here.” Wrong! The bottom was so flat I had gained very little free-board.

“Keep calm!” I found that if I reached as far as possible I could just touch the bottom with my tip toes. I gained just enough traction to stop the drift towards the rock wall but not enough to take a step towards the beach. Whenever the high level breeze dropped slightly I could hold my position and pull in a metre or two of rope. After 10 minutes or so I noticed that the tide had fallen slightly and I had more traction. A few more metres of rope in. Soon I was able to take a step, then a couple, as the tide steadily fell. It was just a matter of time really. Once the tide was well out and the ground drying the bottom got a good scrape and the anti-fouling applied



A HUMBLE WOODEN DINGHY

Stan Wood, Caloundra

A Story for Henry – My grandson.

In the 40's & 50's, to build a tender dinghy for a cruiser required two 6 foot sheets of ply, either ¼" or 3/8", cut down the middle, then either scarfed or butt joined end to end. With the desired bow, buttock and sheer lines scribed on with a batten, the two sides were simultaneously cut out on a band saw.

The dinghy was built on a level floor using a couple of temporary frames; one at the shoulder and one amidships. The chines and hog were either copper clenched or roved. All grown knees were roved. Depending on the beam and whether the sheets were scarfed or butted this produced a dinghy about 11 foot 6 inches long.

When my father's 35' foot cruiser "Caroley" was built at Watts and Wright, Bulimba, in 1957, Dad and I decided to build a new tender dinghy for it up in the loft at the same time. By the way, Henry, "Caroley" was the last boat Alec Wright, younger brother of Norman Wright Snr. Designed and built as both he and Lance



Watts finished up the yard that year. My sister, Pam, had the half model of "Caroley" refurbished and it is displayed in the clubhouse at RQYS, Manly. It was whittled by hand by Alec Wright. John Shaw, who was several years older than myself, was the last apprentice at Watts and Wright. I can still see the image of him in my mind, fairing the above water oregon planks of "Caroley" with a sanding board, by hand; real work! With our dinghy in progress up in the loft, Alec Wright hit on the idea of putting John Shaw to the test. He cut the sideboards of an almost identical dinghy and told the 17-year-old he had a week to build it to prove he was a good apprentice. He had to build it on the dirt floor of the shed all by himself. He had to dolly and clench all copper fastenings by himself. At the end of two weeks he was still fitting the rounded gunnels. In reflection, I think Alec Wright contrived this exercise so he could growl at the young apprentice about how slow he was at building his first boat.

Both dinghies were finally finished. I talked Dad into putting 6" V into our dinghy to hopefully tow and row better whereas John Shaw's dinghy had 4"V. John Shaw went on to be an excellent boat builder and respected sailor. He crewed with the late John Cuneo to win an Olympic Gold Medal in the Dragon Class in 1972.

John Shaw worked as a marine surveyor for the Harbours and Marine Dept and a month after his passing away, right on his retirement, in December 1995, an inconspicuous advertisement appeared in a local rag for a "Watts and Wright" dinghy for sale on the Noosa River. I knew Lance Watts and Alec Wright had built some beautiful rowing and sailing dinghies before my time so my interest quickened. Dragged up on the bank, at Chapman Park, where old wooden boats went to die, was John Shaw's dinghy, built 40 years ago; still with the large bronze builder's plaque screwed to the inside of the transom.

I barely had time to check its condition, when the owner, a gypsy-like woman appeared from out of a derelict houseboat also grounded on the same bank. I paid \$300 as the gypsy pointed out it had "class" because of the builder's plaque. I wasn't so stupid to tell her I knew the boat.

This dinghy was in absolutely original condition; never repainted inside or out; first sealed with multiple coats of red lead laced with additional linseed oil.

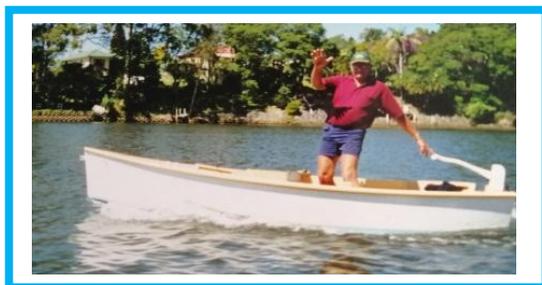
Alec Wright made all his own patterns for bronze and gunmetal castings. The castings were made at a small non-ferrous foundry at Norman Park where Jack Shaw, John Shaw's father worked. Both dinghies had cast bronze rowlock plates, one quarter inch thick laid into the top face of the wooden blocks. Well, the holes for the shaft on each plate were elongated through wear to a point where the rowlock shaft wouldn't stay in the block with a stroke of the oar.

Somebody had rowed and rowed this dinghy endlessly for forty years. The transom had never seen an outboard. How could this boat receive so much use; be in such original condition; yet never have anything done to it in forty odd years? Apart from the sides, bottom and knees, all components of this dinghy were made from scrap pine leftovers from around the yard. I stripped the dinghy inside and out; refastened where necessarily; removed the centre thwart; kneed the sides amidships to the main floor; replaced the thwart risers; sealed the hull with epoxy wood preserver and repainted it inside and out.

I had a 3hp. Blaxland Master Pup; rear flywheel; the older model and vaporizer fed. I figured it out I could get it in and have the flywheel clear the hog so I installed the transverse bed for the engine. Alan Graham built on a half deadwood for me with a curved leading edge, the shaft log and the longitudinal bed. I installed the engine with a finger clutch.

The "John Shaw" putt-putt has travelled far and wide; even to Goolwa several times and notwithstanding the long hauls to these places over the years is still as sound as the day John Shaw built her 63 years ago on the dirt floor of Watts and Wright to prove he was a good apprentice.

Stan in
"John
Shaw"
as a
putt-
putt





BUILDING & LAUNCHING *ARRAIN* a - 14'DORY

Colin Paroz



They Say You Should Burn the First Boat You Build

I recently had the pleasure of launching '*Arrain*', a fourteen-foot ply on frame dingy. It's my first wooden boat building effort. It was constructed using plans from an American designer Jeff Spira. The design is based on the traditional Pacific dory. My inspiration came from the fishing dinghies I recall my Dad and his mates using to fish the waters of Hervey Bay when I was growing up in the 1960's.

Back then they were powered with totally inadequate Seagull engines and I recall the oars being brought into play to get out through even the smallest of breaking waves. I've taken the easier and more reliable option of a new 20 HP Mercury with electric start and power trim and tilt. My days of pulling on the rope to get the noise going and lifting the outboard leg while I'm up to my knees in water are well behind me.

I chose the plans for two reasons. First the finished article looked very similar to the dinghies of my childhood and second, it looked like it was probably within my skill levels. One thing I have learnt through the process is that for every hour on the tools there is two or three more hours researching, imagining or out buying the seemingly never end list of bits and pieces required.

Somewhere in my research I read a (presumably) tongue in cheek piece of advice that the first boat you build should be burned to hide the many mistakes, omissions and general cock ups that had been committed. This idea has stuck with me during the months that I have been learning the ways of ply on frame boatbuilding. It came to mind when I realised one of the frames was the wrong dimensions and only

discovered this after I had glued it to the keelson (of course).

I now know how to rebuild a frame while it is already glued in place. I recalled the advice again when I discovered how many hours of work is required to get some semblance of order at the pointy end of the boat. And again, while trying to steam bend and secure the chine logs and sheer clamps onto the frames. On the up side of the ledger I am proud of the home-made steam bender I made from a second hand pressure cooker and plastic tubing.

I have had the privilege and pleasure of having my son and grandson work alongside me on the project a few times. This came in particularly handy on the big days like sheeting the frames and fibre glassing the hull. As I watched the dinghy take shape, I've realised that boat building is a series of three-dimensional problem-solving exercises. I found it interesting in an annoying sort of way that when one moves to the next stage of construction the errors of the previous stage appear. Fixing the chine logs showed up the slight error in the alignment of a frame and fixing the gunnel to the stem causes a lot of thought about the symmetry of the whole hull. I won't even go into the never-ending sanding, painting, sanding cycle. At one stage I declared I would call the boat Sandy.

But, as I sat floating in my new boat which I had built from paper plans and sticks of timber and sheets of ply, I felt a sense of achievement. Seems I've built a boat, a serviceable vessel that actually floats and moves along quite respectably. We've achieved a respectable 20 knots in the early sea trials, happily cutting through the small chop as we leave behind a wake of passable proportions.

It's a pretty boat, not just another floating tin foil dish or something out of a plastic mould. It's a bit rough around the edges, I probably could have spent the rest of my life sanding the hull to a less imperfect finish and having built it I know where the blemishes lie. But as I watch my son meander towards the shore with my granddaughters on board, I'm pretty happy with the outcome. It's not a work of art but it has been a labour of love. I think I'll keep the matches in my pocket.

For interest, the name Arrain means fish in my heritage language of Euskara, from the Basque Country.



THE IMPORTANCE OF CHILDHOOD DREAMS AND ACTIVITIES

Ian Kirk

John and Anne's Tennock's piece in May's edition of the Log of their trip up Breakfast Creek brought back memories of my childhood. So, I decided to share some which unfortunately can't be related in chronological order.

In regard to the Tennocks' story, my mate Dave and I decided in probably the late '50's to build a craft somewhat akin to a Sailfish. It had straight, vertical Oregon sides, a flat ply deck and a bit of rocker in the bottom especially forrard.

A dagger board and sail rig was included in the plan. All timber was sourced from Brett's at Newmarket, they being Dave's next door neighbours at Stafford. Darrell Spiers knew this supplier well as much of the timber used to build his Bluebird was sourced from there. Incidentally, we bought Darrell's Bluebird in the late 70's or early 80's. She was my birthday present. The planned use for the sailboard (?) was the sail and paddle exploration of Breakfast Creek. What can I say now after many years of sailing! Where was the breeze to be found in a mangrove lined and narrow creek? The sailboard was glued and copper screwed but unfortunately at that stage not finished, the bottom remaining unfitted. Perhaps the reality of the plan had hit home! At a later stage another friend, Gary and I completed the hull for use as a dive platform when spearfishing.

Both Dave and Gary were to crew for me in years to come in 16' skiffs.

But back to earlier days. As kids all us Stafford/Gordon Park mob were outdoors types of a species so rare today.

Money wasn't plentiful so 'things' were made and the local environment surrounding Kedron Brook enjoyed. There were games in the bush, swimming in the creek, playing with the horses and exploring the dairy. We also ran a social tennis group of a Saturday afternoon, built and raced bilycarts (we called them trolleys.) and built the biggest bonfires in the district for all to enjoy. I've attached a photo of some to a similar design but using flash, bought wheels.



Dave's Dad worked for an engineering shop and often brought home large ball bearings. These became wheels for trolleys for those kids who didn't have one. Ah, the sounds they made and the sparks that flew off them! These trolleys developed to being enclosed, (wood of course.) rope wheel steering and rough brakes etc. A bit more skills acquisition in working with wood. We were once clocked by a motorist doing 40mph down one of our favorite hills!

As said, many folks had little money, so visits to the tip ('resource centre.') were regular events. Need wheels for a trolley for Billy down the road? Go for a look see. No wheels, well tennis racquets could sometimes be found for refurbishment for those who couldn't afford one. Funded out of the kitty of course.

Occasionally no racquets or wheels were available but a sheet of corrugated iron was discovered and an immediate decision made to build a tin canoe. So, lump it the 2k or so to home, scrounge a couple of fruit boxes from my fruit carter uncle for the bow and stern posts (ours were double enders.), thwarts and paddle blades. Any old stick would make the paddle shaft. Bend it into shape, nail the 'timbers' into place, 'source' some tar from the council depot to plug the many holes and then off to the creek where it was enjoyed until someone needed it more than us. 'bet it was those Wilson boys up on the hill!' Oh well, we'll get another sheet sometime!

Once, a 'suicide boat' was created at great effort. Take a 44 gallon drum and split it lengthwise using only a cold chisel, hammer and hacksaw.

Then somehow transport it the 400m to the creek. All that effort for the round bottomed thing to capsize almost immediately, thankfully without anyone drowning.

In about 1951 on a holiday to Bribie Island my father hired a row- boat to catch the fish which was our staple holiday diet. There I was to experience my first sail as my Dad used a bedsheet on a jury- rigged oar for



a sail with the second oar used for steering. We could only sail downwind but now I understood what it felt like versus watching my small, simply built (By Dad.) model gaff ketch that I sailed on a fishing line and hauled ashore when necessary. Little was it known then but these were the formative years for discovering an interest in boats and building them among other activities.

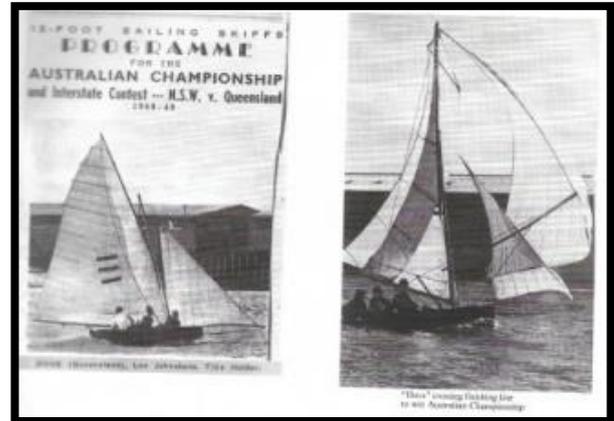
This was also the era of ‘cowboys and Indians and Davy Crocket.’ So, of course a log cabin about a metre square was made of branches and a few sticks of wood. In regard to boats, I went on to race 16’ skiffs with footy mates as crew at South Brisbane Sailing Club. There, the very unusual starter Taffy Welch (well known to Darrell Spiers.) told me that my Dad sailed in the club as well as swimming competitively at the Davies Park pool. When asked which class he sailed in he replied ‘same as you Ian, the skiffs.’ Incidentally, Taffy used a cut off shotgun with live ammunition as the starting gun. Apparently, he once blew most of the head off a sail with a carelessly aimed shot.



The photo included is of my last 16’ skiff ERK (my father’s initials and sometimes nick name) sailing on the Milton Reach in very little wind and obviously trying to get out of the tide. The sail insignia is that used by Lennie Johnstone, my mentor when he won an Australian title in 12’ skiffs in the 20year old Dove. I was delighted when he approved my usage of it. See the Len Johnstone story in the ‘Articles’ section of the WBAQ website.



I’ve also included an old photo of Len sailing a 16 with kite up at Sandgate. (same 3 black bars sail insignia.) Unbelievable, as he had no use of his legs. And in yet another coincidence Darrell’s wife Penny’s Dad crewed for Len.



On the Southern Moreton Bay Islands some years ago we were involved in creating a sailing group called KISS (Keep it Simple Sailors.) to link all of the cruising yachties who had moved to the islands. Monies inadvertently raised were donated to Sailability and helped to establish the Manly group. And thus was my gratitude to Len Johnstone paid forward.

After cruising north in 1974 we built the first log cabin in the Beaudesert Shire. It was somewhat different to that of my childhood but perhaps resulted due to those dreams and activities.

And finally, during a 14 year career in the automotive industry one of my roles was to assist Head Office’s Product Planning Department and the design engineers from Japan in researching the upgrades desired in future models.

So, the young trolley building boy from Gordon Park had a small role in the design of vehicles like the 60 series Landcruiser.

And, the moral of this story as the simple happenings outlined above show is to encourage your grand kids to explore dreams and ideas as widely as possible to create potential future pathways and pastimes while enjoying their young lives.

And you never know, you may have another Roy Bliss, Norm Wright or Ben Lexcen in your family.

Ian Kirk. 14/05/2020.



NAVAL BOAT MYSTERY SOLVED

IAN KIRK

An update of the restoration of a Naval dinghy.

Amazingly, the piece in May, 2020 Log of the restoration by Warren Smith of what was thought to be an ex-naval craft elicited an extremely prompt response from Graeme Broxam, the Treasurer of the Wooden Boat Guild of Tasmania.

Graeme identified the boat as an 'Island Class' that was designed by Charles Nicholson and Uffa Fox back in 1935.

This design was put into production for the Royal Navy and adopted as the RNSA14 in 1937.

Many were built in Australia for use by the RAN and were known as the Island Class.

Graeme has generously provided Warren with information including a photo of a beautifully restored boat at the Tasmanian Wooden Boat Festival, a piece he wrote listing some of the known remaining craft and their locations and finally an advertisement for one for sale in Tasmania that includes a photo. Much of that information is included here.

Warren's progress on his boat in Burnett Heads has been progressing splendidly, as recent photos below show.

Many planks have been replaced and from a small sample of the original grey paint found, Dulux have advised that they are able to match it.

Graeme Broxam has also provided enough detail for Warren to create a suitable rudder.

Warren's Restoration Photos:





designed in 1935 by two great naval architects, Charles Nicholson and Uffa Fox, for the Island Sailing Club of the Isle of Wight UK. In 1937 the Royal Navy Sailing Association (RNSA) adopted them as a class and issued an official set of revised plans and specifications. The type then entered mass production as the RNSA 14. Many were also built in Australia (and still generally referred to as the Island Class) on the behalf of the Royal Australian Navy Sailing Association (RANSA), serving the dual role of providing experience for naval shipwrights in working with timber and then naval cadets in basic seamanship. Large numbers also exist in the UK, despite having been superseded as RNSA craft by the lighter 14ft fibreglass Bosun dinghy from 1963.

Isn't it wonderful that even during the Covid-19 lockdown, wooden boaties can come together by utilizing the internet to provide assistance. This has created a much appreciated, positive experience for Warren.



Island Class Naval Boats Wooden Boat Festival 2019
Photo Ian Primrose

It will be a joy to see the completed restoration and the boat sailing once again. **Ian Kirk**

From Graeme Broxam, Wooden Boat Guild Tasmania:
Island Class (RNSA 14) Sailing Dinghies
Type: Island Class sailing dinghy.
Dimensions: 14 ft oa x 5 ft 7 in.

An interesting type of small naval training craft of which several survive in Tasmania is the Island Class 14-foot dinghy. These rugged little lug-rigged, centre-board sailing and rowing boats were originally



Photo: National Maritime Museum. Cornwall

😊 JUST FOR PUN!

Scientists have grown human vocal chords in a Petri dish. The results speak for themselves.



Expressions of Interest for boat Entries are now open. They are optimistically hopeful that the Festival will go ahead in 2021.



No-one solved it so the big china mug from Leo goes unawarded!

**MYSTERY OBJECT
WHAT IS IT?**



**MYSTERY OBJECT
WHAT WAS IT?**

Mystery Object Explained: These are rollers that are fixed in the reefing clew on a sail to make reefing smoother. I.e the reefing line runs over the roller reducing friction.

Clues given

Something found offshore of North QLD - **REEF**
An occurrence at shops early in the year- **SALE/ SAIL**
I have a clue - **CLEW**

You know the drill- Guess what this is used for and if correct, go into a draw for a WBAQ mug from Leo's stash of Goodies. Send answer to imprimrose@powerup.com.au



**Corona-free cab allegedly sighted in Brisbane
Have to give marks for ingenuity!**



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)

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
JUNE	P S, P P, M,	<ul style="list-style-type: none"> 10th North Pine Dam Paddle day, Forgan Rd Host Darrell Spiers 15 to 19th Point Carlo camp Messabout Host Rick O'Donnell 0412 293 410 20th Brisbane River Access Hubs messabout cruise (upstream) Host Darrell Spiers 	
JULY	P, R, M P, R, M	<ul style="list-style-type: none"> 11th North Pine River messabout 22nd Brisbane River sail day messabout public ramp SBSC West End 	
AUGUST	P S, M, R, P	<ul style="list-style-type: none"> 8th Lake Kurwongbah Paddle messabout 21st – 22nd CALOUNDRA WEEKEND / WEEK	
SEPTEMBER	S, M P, M,	<ul style="list-style-type: none"> 9th Southport Broadwater mid week cruise messabout 26th Brisbane River access hubs messabout cruise downstream 	
OCTOBER	M, S, BB	<ul style="list-style-type: none"> 10th Cruise messabout to Horseshoe Bay (big boat day) 17th North Pine River messabout 	
NOVEMBER	M, R, S, P R, M, P	<ul style="list-style-type: none"> 2 to 6th Lake Wivenhoe camp messabout 28th Kookaburra park Bris. River paddle messabout 	
DECEMBER	BB, S, M	<ul style="list-style-type: none"> 5th Cruise messabout to Green Island (big boat day) 12th Enoggera Dam Paddle day messabout 	



COMING EVENT DETAILS

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

10th JUNE	NORTH PINE DAM PADDLE Forgan Rd, Joyner for canoes Host Darrell Spiers
21st JUNE	BRISBANE RIVER MESSABOUT. Launch at South Brisbane Sailing Club Public Boat Ramp Orleigh Park West End.
15th – 19th JUNE	Pt CARLO on the Fraser Coast Camp Week Staying at Rainbow Beach https://rainbowbeachholidaypark.com.au/camping-caravanning/ Rick O'Donnell is the organiser 0412 293 410 wendydonnell@msn.com



20th June	Check out the Brisbane River Access Hubs. Launch at Breakfast Creek to travel upstream See the story in this Log – it's the same destination for those that missed it. Host Darrell Spiers
11th July	North Pine River Messabout Deepwater Bend for a paddle, row, motor toward the Houghton Hwy
21st – 28th August	Caloundra Week – Come for the main event from Fri 21 st - Sun 23 rd or stay on for the week Many are staying at The Moorings http://mooringsbeachresort.com/ Ring Rebecca or Warren and say you are with WBAQ. 07 5492 1388

WBAQ MARKETPLACE

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

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

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

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

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

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

Height 800mm x Length 600



NEW! FOR SALE 'ORIEL' 19ft Gaff rigged pocket cruiser, a Murray Isles design "Mudskipper" Built 2003 by Geoff Williams, current member of the Wooden Boat Association Qld. This boat is well known amongst Association members having been sailed in many Messabouts and day trips with members since 2003
Current owners are moving back to Tasmania and would like to see 'Oriel' remain in Qld if possible.

LOA is 6.43m (21ft) while **Hull WL** is 5.8m (19ft)

Construction: Oregon Frame, Spars and Mast, 9mm Marine Ply hull and deck with Dynel sheathing, Jarrah rubbing strips.





Powered by a 2012 Suzuki 6hp 4 stroke with less than 6 hours use, badged as a 4hp. Dacron Sails, 1 x jib, 1 x mainsail, 1 x topsail. Rigging in good order

Electrics include, Nav lights, Garmin GPS 128, Navman fishfinder/depth sounder 410, Cockpit seats 4 comfortably on removable cushions while cabin has cushions and can accommodate 2 persons sleeping. Maxie metholated spirit 2 burner stove 40 litre water bladder, manual pump tap and sink.

1 x 8ky Manson plough anchor and 1 x 6kg generic Fortress anchor, 2 x Fenders, boom awning, lockable cabin

Galvanised tandem trailer in very good condition, registered with recent wheel bearing change and new winch/strap.

Survey Report of Dec 2016 available. All Items listed in the survey requiring attention have been rectified

PRICE : \$9500

Contact Roger Nield Email. Rjnield@internode.on.net
Ph 0428 995 595



Popular Exhibit at Maleny Wood Expo 2019

HELP & ADVICE WANTED

From Paul Fitzgerald <jane.fitzgerald8@bigpond.com>

Hello. I am a member of the Bribie Island Sailing Club. A fellow member has built a Welsford Navigator which prompted my interest. I understand members of your association also have built and restored Navigators. I am going to need all the help I can get. I was hoping to make contact with your members to gain valuable advice as I am a rank amateur regarding new boat construction. I do have a set of plans but I remain very unsure. Regards. Paul. 0499152298 / (07)34087195. Hope you can help.

WANTED NESTING DINGHY to about 9Ft

George is looking for a nesting dinghy to about 9feet and his contact details are 0405382447 george.ferrell@bigpond.com. Could be an opportunity for a member or other who reads our fine publication to dispose of an unneeded(to them) craft.

WANTED 17ft BOAT

john donoghue john.donoghue1975@gmail.com

I'm looking for a roughly 17' sailing dinghy, and was wondering if you had any members who were looking to sell one?I had my eye on a Ross Lillistone Periwinkle, but the opportunity fell through. I really have my heart set on getting out on the water, so any help you might be able to offer would be really appreciated.

Kind regards, John Donoghue 0437544110

New handmade 11'4" (3.46m) wooden kayak strip built from various timbers weight is 22kg.

This one is going straight to the Poolroom!

SOLD to a person in Victoria who wrote:

"I am speechless! Thank you, Dennis! I think I will place it inside my house - on feature wall!!! I love your work! Really! Fair dinkum!:) love it!"Gene

Well done, Dennis



SOLD



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)



***BOATCRAFT PACIFIC is open & operating – Consider home delivery rather than visiting.
Don't forget to ask for ask for your WBAQ discount – It can offset delivery charges***

Boatcraft Pacific (Advertisement)

The best source for all your boat building materials.

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

14 Dulwich St, Loganholme Qld 4129 Ph 3806 1944 Fax 3209 7711

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

BoatCraft Pacific (Sunshine Coast) for Sunshine Coast boatbuilders! (Advertisement)

BoatCraft products now available ex stock from our Noosaville location

*Bote-Cote Epoxy – Epoxy Glue – Purbond – Aquacote – Fibreglass – Timber – Marine plywood
Shed 3, 7 Bartlett St, Noosaville 4566 Tel 0405 385 194 (call to check opening times)*

Tudor Insurance Australia (Insurance Brokers) Pty Ltd	
	Specialists in hassle-free insurance for wooden boats
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	Postal Address: P.O. Box 256, Berwick Vic 3806
	Contact: David Cooper
	Phone: (03) 9707 3033
	Fax: (03) 9707 4568
	E-mail: davidc@tudorinsurance.com.au
Webpage: tudorinsurance.com.au	

Something to fill up this blank page... Blonde Jokes used to be the fashion but now others are open to satire.

Thanks to Caloundra boys!

UNDERSTANDING ENGINEERS

Two engineers were standing at the base of a flagpole, looking at its top. A woman walked by and asked what they were doing. "We're supposed to find the height of this flagpole," said Sven, "but we don't have a ladder."

The woman took a wrench from her purse, loosened a couple of bolts, and laid the pole down on the ground. Then she took a tape measure from her pocket, took a measurement, announced, "Twenty one feet, six inches," and walked away.

One engineer shook his head and laughed, "A lot of good that does us. We ask for the height and she gives us the length!" Both engineers have since quit their engineering jobs and are currently serving as elected members of Parliament.