



LAKE MACQUARIE CLASSIC BOAT ASSOCIATION INC.

*Building/ restoring & rowing
in wonderful wood*

August News



LMCBA Members at Parliament House

Presidents report June 2026

Presidents report August 2026

The AGM was held on Thursday the 30th at the Catalina Club with a good turn out of members and I'm pleased to say, a full compliment of nominations for positions on the committee so we are back to 9 members.

Thanks go to Jeff Marriott and Chris Stewart who have stepped down after several years of valued service.

The new committee consists of :-

President	Steve Price
Vice President	Bill Coote
Secretary	Mal Dale
Treasurer	Peter Turner
Ordinary members	Mario Macchia, Mark Van Agten, Alan Scott, Glenn Sellers and Chris Grallelis

As the warmer months approach, we will focus on selling boats and planning for a possible boatfest.

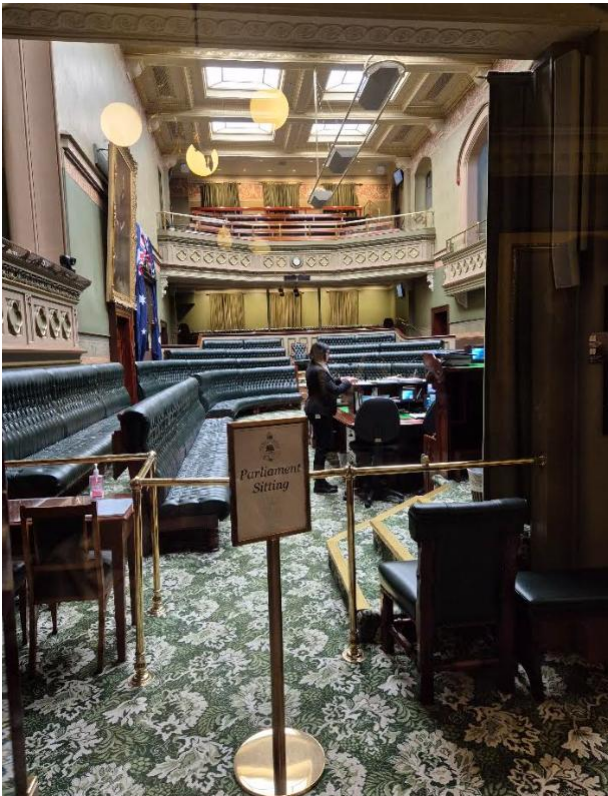
Steve

From the diary

LMCBA Members Visit to Parliament House – 5th August 2026

All our members enjoyed an educational and historical tour of Parliament House , which showed some of the behind the scenes areas which are not opened to the public. We were invited to attend question time in the Legislative Assembly Chamber to see how our Politian's operate on a daily basis when in Chamber. Greg Piper our member for Lake Macquarie and Speaker for the Chamber was quite interesting to watch in action during question time. We were also invited to have a Luncheon with Greg in the Long Belle Café and engage in some small discussions about our local electorate. On conclusion of lunch Greg invited us to go into the office and rooms of the Speakers area, which is one of the oldest sections of the house. The cedar furnishings and staircase in this area were impressive to view.

Parliament House brief History : Originally built between 1811 & 1816 as the northern wing of Sydney's first general hospital, famously known as the Rum Hospital. Transition to Parliament began in using a section of the building for meetings in 1829. More modifications were made over the decades and centuries to grow to the building that stands today.

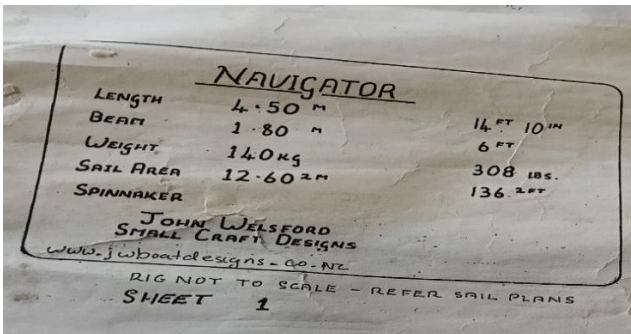


3 Wise men plus one and a great model by Wal



The Navigator

At the AGM Steve announced that Imcoba would soon start in WS1 is the WELSFORD Design *Navigator*



The Navigator has been one of his most popular designs with over 700 plans sold. Its popularity has also come as a pleasant surprise. Originally designed on the instigation of Captain Tim Ridge of Westhaven's Boat Books, the design was intended as a race trainer for a local club.

She had a sloop rig and, with a crew of three teenagers, was designed to stand up to some breeze however she often is rigged as a ketch. While the Navigator is a small boat, her relatively generous beam of 1.8m and flat sections means that she can carry quite a load. She has ample stowage space for camping gear and there is plenty of buoyancy with inbuilt tanks under the foredeck, the side and stern seats.

These compartments, the openness of the cockpit, and the space under the side decks provide ample space for camp cruising and will still leave room for four adults to enjoy an afternoon's sail. **We have the plans ready to go**



Safety News A MUST read

Emergency Calls yes you simply dial **000** and they use phone towers to give a guide to where you are . Most phones allow you to ring 000 without opening with a password . CHECK yours . Turn on (wake-up) your Phone and there it is . EASY BUT ,,,

However The 2nd question they ask is where are you or what is closest cross street.to help pinpoint your location . if you are unsure of your location ie “out on the Lake” or “Rathmines Park” there is another **better way** (but slightly slower) of calling 000. That is the

EMERGENCY+ app



This app available free to download was developed by combined Australian emergency response groups.

It uses your phone's GPS system to identify where you are to within a few metres

A few seconds to unlock your phone but then 000 and lots more .

Please Download this App

See Graeme if problem..

Rowing - Rowing great exercise but also very social with many tales .

Extra rowing spots often available on Thursdays. ask Keith or Mario

Rowers and other diner on Thursday

Workshop 1 Pauls boat TS 16

Very interesting progress on the internal hull fitting now on the TS16

Visit from AUSTRALIAN CHAMPION ts16 designer and PAUL to DISCUSS THE DETAILS IN Pauls boat.



While the TS16 is progressing a call from the Toronto Mens Shed advising they had a mast and boom and sails from a TS 16 and could we use them . Well they aren't exactly from a ts 16 but they are brand new old but in perfect condition to suit the TS 16 .

It goes to show how much stuff is around our area that gets scrapped . Especially Wood under the House and downsizing seniors .. Keep your eyes open for **Quality**

:-



The special Dinghy



Now available with great little motor



Over in Workshop 2



Lots happening with 3 boats plus the model makers and storage changes

Wemyss “weemz,”

continued progress and well documented by Steve on LMCBA Facebook page

The plans called for frames sawn from ply but it was decided to go with Laminated Oregon.



Australian 12ft Cadet Dinghy one of Australia's oldest and most historic junior training sailboat classes, having **celebrated its centenary anniversary in January 2024**. Designed in 1922



Work is progressing on the **Weaver Cadet**. The garboard is going to be a tough bend forward but once they're sorted out we will start to see greater activity.

‘build from scratch, a ‘ribs and rivets’ clinker planked boat.

We are keen to demonstrate and promote “lost skills”.

Construction of this craft will help fulfill our vision of traditional techniques including steam bending and riveting etc

Kayaks upstairs Flying above in 1st Class



Brian celebrating a perfect fit



And the experience results in many numerous jigs and Processes such as the simple but needed support for the detail sanding of each strips joint

Some of the detail , craft and experience that goes into these Unique craft. Each strip of the deck is crafted with a bead and cove for maximum strength yet light weight



Worth a regular visit upstairs to see the continued work

***Selway-Fisher Petite Brise* is for sale**

This boat would make a great Raid boat . Easy to sail one up . Balanced rig for all winds and easy to get to powerful motor positioned inboard . Great trailer

Model Makers Model makers area being revamped and new storage Meal room display in WS1 looking good with models on display



DIY Soft Shackles *Copied from wooden boats*

Made with ordinary rope and knots

The soft shackles in marine stores are a great idea, they have many advantages over their metal shackles. they're lighter and less prone to harm woodwork or people, won't corrode or seize up, and don't require tools to use, but they are expensive and the high-tech Dyneema from which they are made seems out of place on a traditionally built wooden boat.

Dyneema and its very slippery braided fibres require splicing and special tying methods however there are ways to make soft shackles with ordinary cordage, The author made some. He found several different methods of tying them but only one he would trust in use on his boats.

The commercial Dyneema soft shackles have a stopper knot on one end and a small loop on the other formed by inserting one end of the hollow-braid line through the other. The loop can be cinched tight behind the stopper to keep it from slipping

through, which is possible if there is no tension on the soft shackle and it gets shaken, say, by a flogging sail.



Photographs by the author

In addition to the hard braid, kernmantle, and soft solid braid cordage I've used, laid line works just as well. I've made soft shackles in laid

line, solid braid, and kernmantle cord in both 1/8" and 3/8" and they have all worked well using the same method

The stopper knot starts with a common slip knot (Ashley's #43 Noose) and becomes a thick stopper knot (Ashley's #526 Oysterman's Stopper) by tucking the free end through the loop and cinching the loop around it. The loop on the other end of the soft stopper is folded back on itself to form a lark's head (Ashley's #5 Bale Sling Hitch) that is cinched around the stem of the stopper knot.

I've used small soft shackles to connect spinnaker sheet leads to pad-eyes on my decked canoe, an application where metal shackles are commonly used. I've also made soft shackles for the jibsheet leads on my sailing Whitehall where the open gunwale isn't well suited to adding pad-eyes. Here, I made the soft shackles long enough to wrap around the inwale. In both instances, the soft shackles can twist to allow the sheaves to align with the sheets.



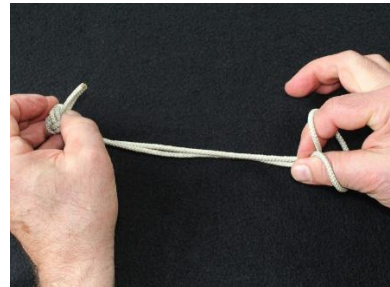
A short soft shackle connects my canoe's spinnaker sheet lead to its deck-mounted pad-eye.



The stopper knot starts with a loop in the line's ends.



A bight pushed through the loop creates a slip



Pinch thumb and index finger over the base of the loop.



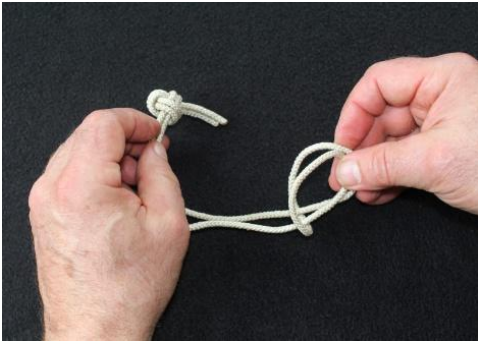
The loop is slipped from the fingers and the lark's head is formed.

I'll be looking for more uses for soft shackles. Sail stops are next. Indeed, wherever I need a loop of a fixed length, a soft shackle might be a good replacement for metal hardware or knot tying.



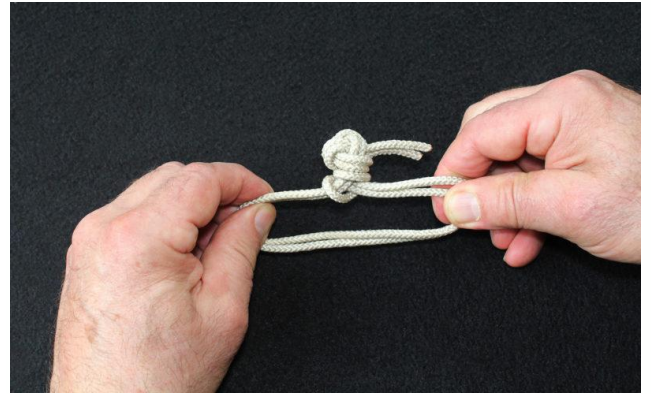
The length of line varies with the size of the soft shackle needed and the thickness of the line. The stopper knot takes up a good share of the line.



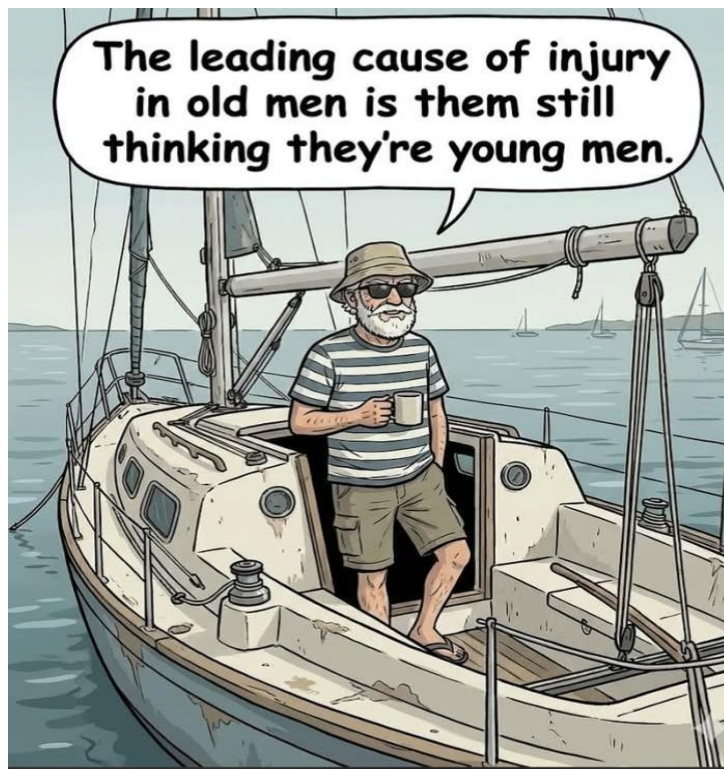
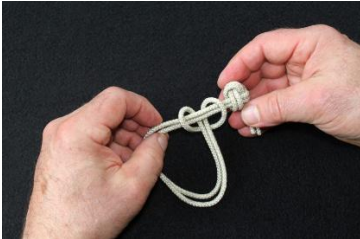


Open the lark's head wide enough for the stopper.

After the stopper is slipped through, the lark's head is ready to be snugged.



The finished soft shackle is ready for use.



The whole problem with the world is that fools and fanatics are always so certain of themselves, and wiser people so full of doubts.

—Bertrand Russel—

