

# SHAVINGS

Volume 31 Number 5 June 2021

The Newsletter of the Wooden Boat Association Inc.

Registered Incorporation Number A0022538U

<https://www.woodenboat.asn.au>

## ~ President's Report ~

This is my final report prior to our AGM and this month has passed quickly.

Our club night was held on zoom due to a covid cancellation and was attended by only six members but ... a good and lively discussion was held by the attendees on topics close to their hearts.

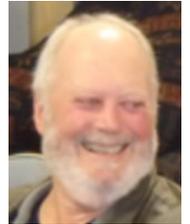
On the 17 June 11 people attended the lunch arranged by Bob Morgan at the Albert Park Angling Club. We all had a good meal and enjoyed the views across the bay to Williamstown. Bob showed us the storage facilities below the Club where members store their fishing boats and the gantry launching / retrieval system, a most enjoyable time on a cold but sunny day.

Now, having mentioned the AGM scheduled for Sunday 27 July ... put it in your diaries, RSVP to allow us to arrange catering and come along for a day of sail and information. You should have received a separate email reminder of this as well.

Andrew Campbell has agreed to be the OOD and organiser of our trip to Mallacoota over the 17 - 24 of November. Make your bookings soon and advise Andrew of your intention to be there. A proposed itinerary is elsewhere in this newsletter.

Looking forward to catching up at the AGM.

Cheers, Chris



## ~ It's time to renew your WBA membership for 2021-22 ~

Thank you to all our members who continued to support the club during the COVID-19 lockdown when we were unable to run our usual programs. We hope that the coming year will see a return to normal, with members enjoying a variety of club boating and social activities.

Renewing your membership now will ensure that you continue to receive Shavings and hear about what's on the agenda. You can make your payment by BPay, credit card or PayPal from the WBA website, or by Electronic Funds Transfer to our bank account: Wooden Boat Association BSB 013260 Account Number 303824509.

The annual membership fee has been held at \$70, which represents excellent value for money. Your prompt payment will be appreciated. Note: when renewing your membership, please ensure that your boat insurance details are up to date.

Thank you for supporting your club!

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## ~ Annual General Meeting ~

The Annual General Meeting of the Wooden Boat Association will be held on Sunday 25 July 2021 at Albert Park Yacht Club.

Our usual Sailing Day activities will begin at 10am, followed by lunch at 12 noon and the meeting will commence at 12.30.

Lunch will be catered – roast meats + salads – and you are asked to bring a dessert to share. Soft drinks will be provided and the APYC bar will be open.

Please RSVP by Sunday 18 July – email: [secretary@woodenboat.asn.au](mailto:secretary@woodenboat.asn.au) or phone Leigh: 0428 218 062 so we have accurate numbers for the caterers. Even if you are not attending, please let us know so you can be recorded in the AGM Minutes as an Apology.

All positions on the WBA Committee are open to election at the AGM and you may like to consider nominating to join the Committee, using the attached nomination form. This is an excellent way to be involved and support your club.

Completed nomination forms should be scanned and emailed to Leigh McNolty, Secretary, [secretary@woodenboat.asn.au](mailto:secretary@woodenboat.asn.au). Nominations must be received by the Secretary on or before Sunday 18 July.

NOTE: The Run Melbourne event will take place on Sun 25 as well. Although much of the event will be over quite early in the day and none of the running routes is near Albert Park Lake, there may be some traffic delays in and around the CBD, Docklands and St Kilda Road that could affect your journey.

[https://www.woodenboat.asn.au/images/2021\\_RM\\_-\\_Event\\_Notification\\_-\\_Road\\_closures.pdf](https://www.woodenboat.asn.au/images/2021_RM_-_Event_Notification_-_Road_closures.pdf)

### WOODEN BOAT ASSOCIATION INC.

#### Notice of Annual General Meeting and Nomination Form for Membership of the Committee, 2021-2022

The Annual General Meeting of the Wooden Boat Association of Victoria will be held at Albert Park Yacht Club commencing at 1.00pm on Sunday 25th July 2021.

Members are asked to indicate their willingness to nominate for the following positions on the WBA Committee: President, Treasurer, Vice President, Secretary, Shavings Editor, Website Manager, Ordinary Committee members.

The nomination needs to be seconded by a current financial member of the WBA.

I, \_\_\_\_\_ would like to be nominated for the Committee position of \_\_\_\_\_

Signed: \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Seconded by: Name \_\_\_\_\_

Signed \_\_\_\_\_ Date \_\_\_\_/\_\_\_\_/\_\_\_\_

Nominations must be received by the Secretary at least 7 days before the date of the Annual General Meeting.

Please scan and return the signed form by email to: The Secretary, Wooden Boat Association of Victoria [secretary@woodenboat.asn.au](mailto:secretary@woodenboat.asn.au)

## ~ WBA Mallacoota Weekend ~

Dates: Friday 19 to Sunday 21 November

OOD: Andrew Campbell

Contact phone number: 0408847319 on water Ch16 UHF/24Meg

Facilities: Pre-book accommodation, two supermarkets, fuel, hotel, restaurant

The WBA weekend is proposed over the above dates but it is likely some will extend the weekend to make the most of the long trip to Mallacoota. The OOD intends to arrive Thursday 18 November and launch on the 19th.

The Plan

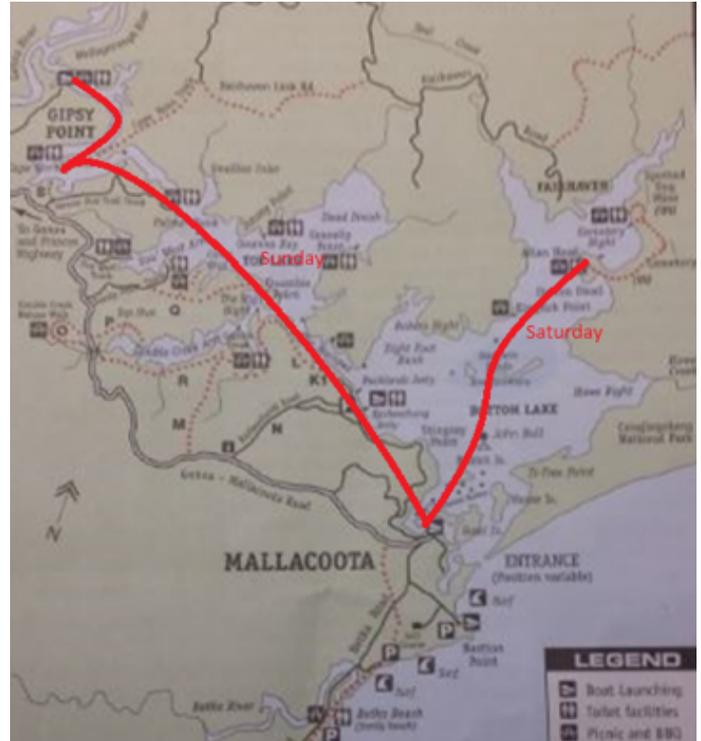
Friday – arrival

Saturday – launch, boat trip to Cemetery Bight, tie up at jetty, walk the track to the mine (ruins) and cemetery, return to lunch at the reserve, after lunch return to Mallacoota via Kingfisher Point, group dinner at the pub.

Sunday - Boat to Gypsy Point jetty via The Narrows, travel up the Genoa River, stop at the Genoa settlement for lunch, boat trip back to Mallacoota. An alternative short day would be to trailer your boat to South West Arm. Finish the day with a BYO BBQ at Captains Point.

Two other on water Day Trips – Top Lake Gravelly Point, Fairhaven via Baker Bight, possible chartered boat trip to Gabo Island

On land Day trips – RAAF museum, Ocean beach walk Bastian Point



## ~ Mallacoota Accommodation for our November getaway ~

Mallacoota has been chosen as the location for the WBA annual getaway, nominally from 18 to 21 November. However, due to the distance there has been interest in extending the event for an extra day or two. There are plenty of accommodation options available, depending upon your needs. Penny has forwarded the following information for your consideration. Many of the sites have limited numbers of each accommodation type, so book soon to ensure availability. There are also lots of holiday units.

**Mallacoota Foreshore Holiday Park.** Allan Drive. Camping and caravans only. Waterfront sites: Powered \$33, unpowered \$26.00. Other sites Powered \$26, unpowered \$19.00.

**Beachcomber Caravan Park.** 85-87 Betka Rd. Phone 5158 0233. Onsite vans: \$35 - \$88 (basic cooking). Cabins (BYO linen): various configurations, \$60 - \$125.

**Mallacoota Log Cabins.** 62 Rasmus Ave. Phone 5158 0233. 2 BR \$90 - \$155.

**A'Wangralea Caravan Park.** 78 Betka Rd. 5158 0222. Campsites: \$30 - \$55. Cabins: various configurations: \$80 - \$145.

**Mallacoota Shady Gully Caravan Park.** 95 Genoa-Mallacoota Rd. Phone 5158 0361. Powered sites \$33, unpowered \$28. Ensuite studio cabins (including linen) \$99 - \$105. 2 BR cabins: \$114. Standard cabins (no bathroom) \$85.

**Mallacoota Campground.** 16 Buckland Drive.

**Mallacoota Hotel Motel.** 51-55 Maurice Ave. Phone 5158 0455. Standard/Deluxe/Family units \$130 - \$170 (off-peak weekends). All ensuite, includes linen.

## ~ A way to avoid capsizing your boat in bloody big waves in deep water ~

I recently came across an elegant research report that should be recommended reading for any aspiring researcher or offshore sailor who may find themselves in heavy weather.

For the researcher, it describes the practical side of the research involving water channels and the effects of waves on model boats. It includes a sketch of a testing tank that used a flush of water to simulate breaking waves. They kept increasing the size of the flush until the models capsized.

For the sailor, the ideas in the report just might save your boat from capsize. If the water is shallow enough to use your anchor to keep you pointed into the wind and waves, this will work. However if the water is deeper than your anchor can reach, then a drogue is your friend in places like the shipping channels of Port Philip or the Singapore Deep.

We've all read stories about sea anchors, either shaped like a large funnel and dragged through the water big end first, or shaped like a parachute. Their job is to stop a boat or life raft being blown downwind, and for boats they are supposed to hold the boat's bow or stern towards any oncoming waves. The Jordan series drogue, the subject of the research report, looks like a series of miniature sea anchors. The photo shows the sea anchor from a life raft at the bottom and a short section of a series drogue at the top. A real series drogue for an 8m yacht would have 50m of miniature drogues.



Jordan's experiments revealed one of the problems with large, single drogues. "The tests clearly showed that a drogue deployed from the stern can pull the boat through the breaking wave crest without capsize. However, if the towline has excessive slack at time of the wave strike, the boat can be capsized before the drogue pulls." There are also reports of drogues inverting and being

destroyed by large shock loads. In contrast, the series drogue is designed to provide a smaller but more constant load.

Although there is real science in the research that designed the series drogue, anyone can make one. The ingredients are:

- Light weight dacron sail cloth (I used an old sail)
- Nylon rope (Nylon is preferred because it's stretchy which lessens the shock loads. The recommended type is called double braid.)
- Nylon tape (19mm wide)
- A sewing machine.

The Jordan series drogue is called a series because it uses a number of miniature sea drogues, 100 of them strung on 50m of rope line. The line goes through the centre of each drogue. The drogues have a diameter of 125mm at the big end, and 75mm at the small end. Each drogue is sewn from a quarter circle of fabric, and has three tapes that will attach it to the line. The tapes are attached to the line by pushing through and knotting them off. The next photo shows one with the tapes sewn on. It is ready for the straight sides to be stitched to make it into a funnel shape.



Initially I tried making the cones from rip stop nylon. However, it was too flexible and the cones crumpled instead of opening out into the cone shape. The best way to cut the sail cloth is with a hot knife as it seals the edges. I used an electric soldering iron with the tip filed to give an edge at 45 degrees to the handle. Let me know if you want to try making your own Jordan series drogue and I'll send you a copy of the template I made for cutting out the sail cloth.

I tried various ways to push the tapes through the rope before making the pusher shown below. It's a piece of tie wire,

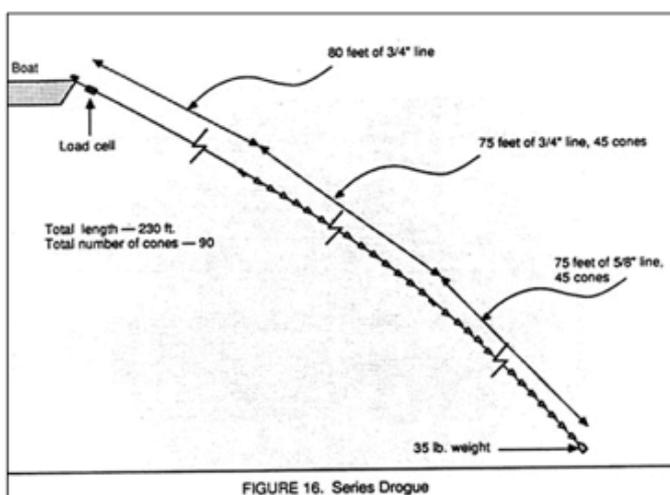
squashed to a rounded point, mounted in an old file handle. Simple push it through the rope, feed the tape through the wire loop, and pull.



The tape is secured with an overhand knot, as shown in the next photo.



The illustration from Jordan's report shows how the drogue sits in the water when it is in use. A heavy weight keeps the end deep in the water where it is not affected by the wave motion on the surface. The total length of this example is 70m.



Jordan also experimented with having the drogue over the bow or over the stern. Contrary to my expectations, having the drogue over the stern was much more effective in preventing capsize because of the greater buoyancy at that end of the boat.

For my experiment I made a small section, with five cones on three metres of line. Does it work? As soon as the lockdown is finished I'll take it to the Werribee River and test it off the jetty when the tide is running past. If that looks promising I'll try it from a kayak on a windy day. Who knows, maybe I'll even make a full size one and take it on a trip to Refuge Cove.

Gary Hardy commented on a draft of this note, pointing out that it seems like a fairly complicated piece of kit with a high potential for getting tangled. In the cost benefit analysis, for small boat coastal sailing, how much better would this be than the \$20 dollar sea anchor bought from a chandler?

Well, we'll just have to set up the great drogue shootout to compare them, Jordan series drogue versus ship chandler's single large drogue.



## References

Investigation of the use of drogues to improve the safety of sailing yachts published in 1987 by the U.S. Coast Guard, Groton, CT, Report No. CG-D-20-87. The consulting engineer was Donald Jordan, which is why this type of sea anchor is now called a Jordan series drogue. Source: <http://seriesdrogue.com/coastguardreport/droguereport.htm>. Last accessed: 3 June 2021.

Jim Stockton.

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**WOODEN BOATSHOP**  
 REPAIRS  
 NEW BOATS  
 RESTORATIONS

## ~ Building Boats - 13 ~

I am now into the "ground hog day" period of boat building... sand / fair / 2 pack epoxy precoat / sand and repeat ad infinitum!

However good news... the surface is almost as I want it, not completely perfect, but neither am I (and I will deny writing that!), so as soon as the latest fairing dries I can start to paint.

In the meantime a new trailer has been purchased and is now being modified from nylon skids to centre rollers and side bunks.

The motor has also been collected for fitting to the hull (when painted) then back to the shop for pre delivery service... currently it has no oil as it is not a good idea to lay down a 4 stroke motor with oil in it.

The brass rub strips for the bilge runners has been cut to length, drilled and counter sunk ready for bedding, again when the hull is painted.

Still plenty to do so more next month.  
Cheers, Chris.



## ~ WBA Burgees ~

We now have stock of our new Burgee available.

They are locally made of material specifically for flags, are double sided non see through, with our logo printed on both sides.

There are loops top and bottom for fixing to a flagpole or mast.

Measuring 500mm to the tip, and 400mm along the mast edge, they are available now for \$50.

To make sure your boat is suitably dressed for our next sailing event, contact David Stott on [djstott@bigpond.com](mailto:djstott@bigpond.com) to place an order.

I will give you bank account details to deposit into the WBA account.

They can be posted (preferred) at no cost to you or you can pick up your burgee the next time we are able to get together as a group.



## ~ Lunch at Albert Park yachting and Angling Club ~

### ***Australia's oldest and largest fishing Club and its treasure trove of over forty working wooden boats from the last century.***

On Sunday June 27th. Twelve members of the WBC Vic enjoyed a pleasant luncheon at a Melbourne Icon the Albert Park Yachting and Angling Club. The upstairs Restaurant is literally on the Beach with stunning views over the Bay. After an excellent meal we all embarked on an interesting tour of the Boatshed in which are stored over 40 old Clinker style 14' 6" (4.3 metre) wooden fishing boats. These are still working Fishing Boats with most still in semi regular use for amateur bay fishing. The rack stored boats are launched via a travelling crane and two overhead gantries projecting into the bay. This is the story of the club and its' boats.

The club was founded in March 1909 with a group of 10 fishermen meeting in the old Bandstand at the end of Kerferd Rd Pier with the idea of building a shed to store their boats and gear in.

These early meetings resulted in a public meeting being called and to be held in the Continental Cafe at the northeast corner of Kerferd Road and Beaconsfield Pde. The foundation members agreed to build a club boat house and to put in £2 each to pay for timber, nails and other necessary materials.

The local paper recorded; "The meeting held on Thursday night, 27th March 1909, was attended by The Mayor and Councillors and a membership fee of 5/-was set".

Back in the late 1890's there had been a severe economic downturn and Port Phillip became a source of low-cost food for many of the people of Melbourne. The areas around the top end of the Bay had extensive shallows off-shore from the then holiday resort of St Kilda and extending around the Eastern shores of Hobsons Bay to the Port Melbourne Lagoon and Station Pier. The shallows were prolific fishing grounds with extensive beds of oysters and mussels and huge schools of migrating Schnapper.

These shallows were easily accessible with a small boat and a cottage industry grew up on the beaches of the new suburbs of Albert Park and Middle Park with local men building small clinker planked rowing boats to access

this fishery. One of the early professional builders with a small factory in Middle Park resident, one John Joseph Savage. He used good timbers and had a distinctive stem shape with a old style reverse sheer. Around the end of the 1890's he moved his boat building operation to a riverside shed at Richmond near were the Punt Road bridge now stands.

To fish these waters the boats needed to be relatively flat bottomed for a shallow draft and stability with low freeboard to make them easy for rowing and netting. In the shallows, the fishermen used small throw nets fishing for Flathead, Flounder, Garfish and in season, Schnapper.

The boats also had to be strong, durable and seaworthy to cope with the sudden bad weather that the Bay is notorious for. They early boats were of simple clinker construction and had quite different lines to the later boats from the 1920's onwards which were built with a wine glass transom for fishing in deeper water and required less drag for better rowing efficiency,. and after the 1930's, the installation of motors.

When not in use the boats until the new shed, were rolled over on the beach above the high water mark at the end of each voyage.



**WBC and APYAC member, Bob Morgan's boat "Larrigai"**

"Larrigai" PA031 is believed to be the oldest clinker remaining in the club and from the lines of the boat, old records and historic photos is believed to have been built at the Middle Park workshop of John Savage around 1897-98.

Savage knew his trade and used clear New Zealand Kauri Pine single piece planks, spotted Gum ribs. and bronze fittings with copper clinched nails in the build of this boat.

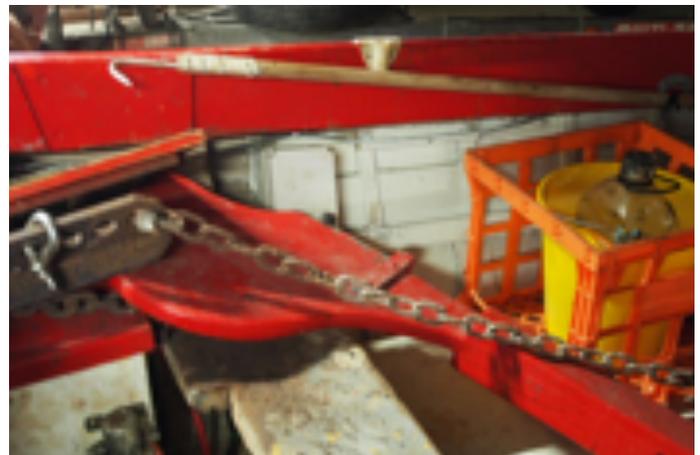
Sometime before the first world war it is believed the then owner of the boat joined the Albert Park Yachting and Angling Club and the boat was moved into the club shed. The boat has been in the club longer than any-one can remember. It is the quality of the build, the timber quality, the dry-storage and its use in salt water that has ensured its survival rot free into the modern era.

In the early 1920's lightweight marine engines such as the ubiquitous Chapman Pup appeared. And in 1931 the then owner altered the boat by fitting engine beds and a deadwood to support the shaft and propeller and installing a 1931 4.5 hp Chapman "Super Pup". The deadwood was bolted on with steel bolts which corroded over the years causing the biggest restoration problem.

The Chapman had serious internal waterway corrosion and as "Super Pup" pots were no longer available, I decided to re-engine with a modern 2cyl NANI 10 hp diesel in 2018.

The restoration took 18 months and required 16 sister ribs to be installed and the deadwood replaced. All the planking was perfect and none required removing. Thwarts required replacement and are now from recycled Mahogany. The centre rowing thwart having been roughly hacked into to fit the original motor. The original rudder and tiller were re- useable with the bronze fittings probably dating back to the conversion to power in 1931.

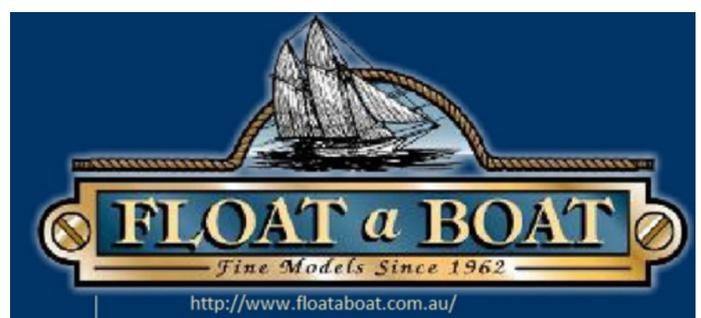
Finished only two days earlier, it was re launched at the Paynesville Wooden Boat Rally in 2018.



Before Restoration



After Restoration



## The APYAC Annual Australia Day "Clinker Boat Race"

The race is an annual affair from the Club's 1909 clubhouse at Kerford Road Pier to Princes Pier and return and has been a club tradition since the early 1900's. It is believed it was originally held to settle a bet between fishermen over a beer or two and was for row boats in the early days.

The boats are all 14 feet 6 inches in length as that was the length of the racks in the Boathouse.

The last race was held in 2019. (The 2020 race was cancelled because of poor weather and the 2021 race because of Covid.) Out of a fleet of 20 boats in 2019 "Larrigai" came in fourth over-all and third in the Diesel class. Mind you, it was around 35 years older than the next oldest boat in the race.

"Larrigai" is the one and the only early Hobsons Bay Flattie hull shape known to be currently in seaworthy condition.

This beautiful classic Boat is typical of the 40 or so clinker boats stored and operating out of the boat shed at the Albert Park Yachting and Angling Club They are in various stages

of condition but nearly all seaworthy and most in regular use. Builders include Pompei, Blunt, Lacco and Savage. Others were built by current and unknown former club members.

All of my boat's bronze fittings are original except for the running lights and flag stanchion.

Traditional Boat Builder, Michael Hurrell of Williamstown has carried out restoration work on a small number of the club boats in recent years. Now with Pompei's and Blunts gone it is unlikely any other than very few amateur built boats of this type will be built into the foreseeable future in Victoria

The remaining boats of this type are a labour of love to maintain for the owners and long may they survive as a window into past era. I would be pleased to hear from any other WBA members that have any stories pictures or memories of the small clinker putt putts of the Bays.

It is interesting that in the 110 Year history of the club and thousands of trips, no lives have been lost in this type of boat.

Bob Morgan 0418 109 383



"Larrigai" is the 2nd boat, rounding the last mark- 2019- Australia Day Race. The leading boat here, PA 36, is a Pompei boat with its signature curved stem. By placing two crew in the curved up bow the skipper slightly lengthens the hull length boat adding about 0.1 of a knot to his hull speed.

## ~ COVID19 Lockdown Project – Mini Mars ~

Like all Melbourne residents, 2020 was a difficult year with over 100 days locked down and isolated for that time.

Fortunately, in the months prior to the lockdown I had taken the opportunity to 'dabble' with the thought of making my first scratch-built radio-controlled model.

Inspired by a friend in Sydney, Dave Glasson who has makes 'perfect' scale replicas of boats and ships he has worked on as a Navy conservator, I wanted my model to be:

- A functional replica of an existing boat.
- Made from the same materials as the original boat.
- Be able to 'pass' as an ornamental model while having good waterproofness.
- Small enough to store in my study.

My choice was to build a 1/8 scale replica of my own mini tugboat Mars, using similar methods and scaled drawings to the original boat.

The preparation for the model saw me visit Float-a-Boat model shop prior to Christmas 2019 to show Adrian Brewer what I planned. He suggested that to continue on with the hull I had started and plan where the components could be mounted in the most waterproof places and then return to place an order. To do this, I did internet searches of components ie. battery, RC receiver, electronic speed controller, electric motor and servo motor. The search enabled me to get sizes of components and make small cardboard boxes to represent the components. With the boxes, I was able to decide where the components could be mounted while I was making the boat parts.

With Christmas 2019, I was blessed with and a Float-a-Boat gift certificate from my dearly beloved. In January I visited Adrian again with the carcass of my hull and I bought the essential radio control components, shafting and rudder.

The end of January and the whole of February was then spent in Vietnam with Hanh, returning to Australia just as there was talk of a COVID lockdown.

During the dark days of lockdown, the construction started in earnest.

I completed the hull which was mostly made

of 6mm and 3mm marine ply left over from making full size Mars. There were some challenges in making the back swept stern and I made and tore down this a few times before I settled on the correct shape crafted with strips of balsa and filled with fairing compound then strengthened with Botecote epoxy. The gunwale was also a challenge, made of 6mm marine ply and filled with fairing compound.

I found the best way to critically check the shape was to sit the hull next to the television so that when watching the TV, I would periodically look at the shape and pick any obvious faults in shape or proportion.

Midway through the build, I needed to buy more fittings from Float-a-Boat during the lockdown, so the on-line catalogue was useful for this as I could just email my order to Rhonda and she would send the fittings in the mail.

The full assembly of the model often needed finishing prior to assembly as some parts would have been hard to sand and paint etc. after assembly.

A few changes to the design were needed to allow access to the functional radio control components.

The model had sea trials in the laundry basin when I completed the hull and again in the bath when I fitted the radio control equipment. I also fitted ballast to correct a list while in the bath. Final sea trials at Albert Park Lake on a WBA sailing (thanks to Graeme Signorini for morale support in driving). I drove the model at top speed which turned out to be a comparable top speed to the full-sized Mars (slow) for 1.5 hours and I found it a relaxing way to be on the water.

Mini Mars still requires some finishing (flags, lettering, outboard head, helmsman and passenger, chairs and table), but is by and large complete.

Overall, I found some of the fiddly parts such as window frames difficult to make and stick to the bulkheads and like with full-sized Mars, I made many of the parts more than once. I have decided my fingers seem to be too short and too fat and as a wood worker I make a good fitter and turner. All up, the project gave me something to think about apart from the COVID news and I have gained the

experience of making a scratch model with radio control gear.



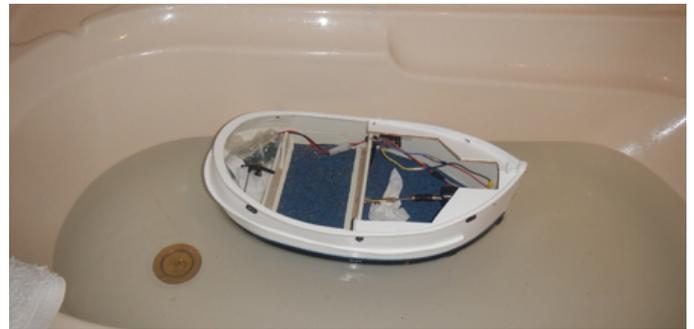
Assembling the hull and trying to get the stern right with strip balsa, filler and glue.



Getting the hull shape right using my favourite tool – angle grinder.



Aligning the cabin panels like a fitter and turner.



Sea trials and ballast adjustment in the bath tub with tissues providing leak witness screens.



I needed a transit case which contains everything including model stand, battery charger, tools and RC controller.



Ready for sea trials at Albert Park Lake.

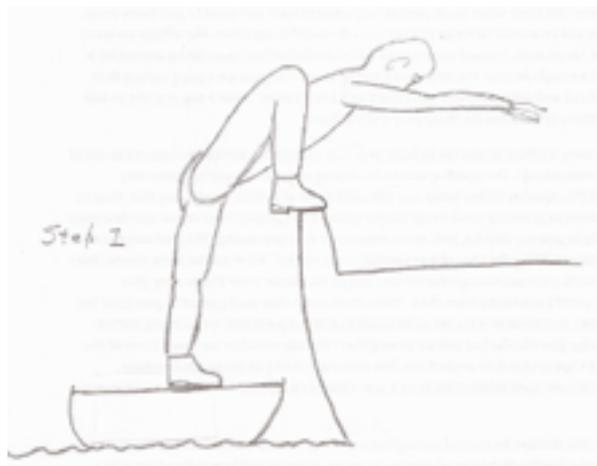


Mini Mars in Albert Park Lake Geoff Carrols new boat is in the background.

Andrew Campbell.

## ~ Yoga for boatboarding ~

An ancient scroll describing the yoga tradition for boarding a boat has been recovered in the excavation of a shipwreck...



Step 1 - Take a slow inhalation and as you exhale, set an intention to embark on the boat boarding pose with stability and ease. Lift the arches of your feet, your pelvic floor and draw in your navel, as you raise your right knee up by engaging your thigh and hip flexor muscles. Carefully press the ball of your right foot on the edge of the boat. For the more advanced practitioners amongst us, there is an option to not place your hands on the boat and to keep the knee directly above the ankle.



Step 2 - As you lean into the posture, notice the subtle shift of your weight moving forward, Appreciate how this translates into your muscles, from your feet into your core muscles. As your right foot takes your weight, engage your left glute to lift the left leg. Be mindful of keeping your shoulders lifted, light and balanced. Reach your fingertips as far away from your left heel as you can. Hover, holding this intermediate balancing posture for five, slow, belly breaths (or repeat the mantra "calm, blue ocean" silently five times), keeping your drishti (gaze) on the horizon. Don't forget to keep lifting the pelvic floor and the edges of your lips, whilst keeping your forehead unfurrowed, jaw relaxed and heart open.

Congratulations, you have performed the boat boarding pose.

To recover from this pose, either fall into the boat or fall into the water.

Enjoy the Namasplash.

Jim Stockton.



~ WBA Committee 2020 - 2021 ~

President	Chris Kelly	0438 519 033	president@woodenboat.asn.au
Vice President	Andrew Campbell	0408 847 319	vp@woodenboat.asn.au
Secretary	Leigh McNolty	0428 218 062	secretary@woodenboat.asn.au
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Committee	David Stott	0414 442 518	
Committee	Bob Morgan		
Library	Geoff Carroll	0437 172 483	

~ The Boatyard ~

**For Sale: "Geonav 4c" chart plotter.**

Unit is equipped with a built in GPS receiver and is able to be interfaced with an external GPS, a depth sounder, and an autopilot.

This unit can be installed onboard, interfaced with NMEA instruments and at the same time work as a portable unit by four AA alkaline batteries. It is also equipped with a built in battery charger and is totally waterproof (IPX7) and has a daylight visible colour TFT display.

The installed SIM card covers the east coast of Australia.

Price ... \$250.00 ONO

Contact: Chris 0438 519 033



**For sale: Trailer springs**

One pair of single leaf galvanised springs rated to 600kg each, suitable for a total trailer and load weight of 1,200kg. Full set of ungalvanised U-bolts with nuts, bolts, fish plates, hangers and spacers. \$10 for the lot.

Please contact Jim on 0408 279 179.



## FOR SALE

British Seagull Outboard, in excellent condition.

Renewed spark plug, decals and rings only, the rest is just spit and polish.

Handles a 12' timber sailing dinghy with ease.

Call me anytime to inspect at Altona, Vic.

Price \$550.

Bill Burgess - 0408 123 972

billburgess01@gmail.com.

More photos online at <https://www.woodenboat.asn.au/for-sale-or-wanted.html>.



## For Sale - 12' (3.7m) Bahia Mini Panga

Built by Bundaberg local Steve Walsh, this nifty wooden craft features a very efficient v-bottom to handle rough, choppy water with ease - but in a very efficient underwater form so you can power it with minimal horsepower and fuel consumption.

Features a professionally spray-painted glass/epoxy finish, flotation foam, fishfinder, vests, a beefy little 6hp Mariner outboard AND a custom-built stay-dry trailer.

For sale at \$8500.

Located in Woodgate QLD

Contact Kim on 0411 449 270

More photos online at <https://www.woodenboat.asn.au/for-sale-or-wanted.html>.



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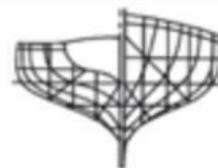
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~ Please Note ~

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