

~ President's Report ~

Another good month! Unfortunately we were unable to utilize the club boats which were locked in at APYC while the Grand Prix was on, but we did have some get togethers.

Club Night was the swap meet at the Victorian Wooden Boat Centre ,with the attendance of around 35 people and kicked off with a sausage sizzle and general nosing around the facilities. Members brought lots of items for sale / swap and most of those were gratefully received.

Nick Atkins had various boats for sale at very good prices and although none sold perhaps some members are still thinking of acquiring an almost finished project?

A big "thanks" to Nick for allowing us the run of the premises. We must have behaved reasonably well as we have been invited back again, perhaps next time when the CNC machine is running so we can view the process from digitization to end product. Lets us know when Nick!

We are not holding a club night this month. We were hoping to show a film, but have not been able to source it in time, so I hope to catch up with you are our sailing day will be at APYC on Sunday 22 May.

Chris.



~ Little River - another failed expedition ~

Shavings readers might recall Jim Stockton's account in Volume 31 Number 4 May 2021 "In search of the lost Little River". A few weeks ago, Gerard in his Hartley TS14, Chris in his Stornoway 18, and Oz and I in our Core Sound 17 mounted another expedition to see if we could enter the elusive river mouth*. I am sorry to report that Little River, the entrance at least, remains lost.



It wasn't the best day conditions-wise, but it was the day that was free on all our calendars, so despite the gusting southerly and overcast skies, we reefed down and set off from Werribee South through the chop.



Wedge Spit, a bank of shallow sand, extends out a long way from the coast, and as we bashed our way down, we almost persuaded ourselves that the small yellow buoy that marks its edge had washed away. What looked like a yellow buoy was visible on the shore, but luckily we held on, and at last the buoy appeared and we could turn with confidence for our run in towards the river mouth.

We arrived near the river mouth about 3 hours after high water. Falling tide, lee shore, lots of shallow silty soft stuff washed out from the river. What could possibly go wrong?

Gerard and Chris wisely chose to anchor a few hundred metres off. I pulled up my centreboard and rudder, and pushed on a bit, only

to get stuck in soft goeey mud well before the sand bars I could see at the river mouth. After a lot of frantic punting with my trusty Padook, I clawed off, and joined the others for a bumpy lunch anchored in the chop, gazing wistfully at where we knew the entrance must be. When we came to up-anchor and set off again, I discovered the soft mud had stuck my centreboard firmly in the up position, making sailing off the lee shore even more exciting.



Coming home, the BOM weather station at nearby Laverton recorded 20 knot gusts, and it was a rollicking good broad reach back into Werribee River. We all arrived and retrieved boats safely, and agreed that despite failing in our mission, it had been a fantastic day's sailing.

My conclusions from two failed attempts are:

- Time arrival around an hour before high water
- Go when there is an off-shore breeze forecast
- The lighter and shallower draft boat the better
- Maybe a time after some decent rain might flush the river mouth out.

I will watch the tide tables and weather forecasts closely from here on. Third time lucky I hope.

Video from the day at <https://youtu.be/NbLGJJ-CPrk>

* Our cruise was organised as an event via the new WBA Facebook page. If you would like to organise a cruise of your own or would like to join with some others who are planning on getting out, head on over to <https://www.facebook.com/groups/1194949737715599>

Gary Hardy

~ Herring Island Expedition - 22 April 2022 ~

The day started out sunny and fine and continued that way to make a great boating day.

We gathered at the "warmies" at 9.30 for a 10.00 ish start. The boats were Jim and Penny's Lugger, Andrew and Hahn in *Mars*, Chris and Sue in *Teal*, Ken McMahon and crew in his Penny Fee. All had guests on board, totalling 15 intrepid travelers, with another 2 to join us en route: Graham in *Nabari* and Rob Rowland joining us in his skin on frame kayak from the south end of Yarra's Edge.



We all launched, sorted ourselves out and were preparing to push off when in the distance we saw Graham emerge from the swing mooring area in *Nabari* and peddling up river. The trip was enjoyable with all boats proceeding well although Ken was quietly motoring under electric power.



The mooring at Herring Island became crowded with our boats plus two Hartleys, a Glastron speed boat, 2 kayaks and a hire boat

all moored together.



Lunch was consumed in the picnic area and the art trail explored before we decided to head back down river. At this time in the afternoon there was a lot of activity on the river, with hire boats, river cruises, and rowing skulls, fours and eights out practicing.



The trip back to the "warmies" was uneventful but enjoyable in fine weather and good company.

Photos were taken as proof of the attendees.

Chris Kelly

* West System Adhesives
 * YANMAR - New Engines - Parts -
 - Full Workshop
 * Specialty Timbers & Importers of
 Kauri Marine Plywood
 * Huge Range of Copper & Silicone
 Bronze Fasteners, Nuts & Washers
 * Wooden Blocks
 * Bronze Fittings & Machine Shop
 * Caulking Equipment
 * Norglass Marine Paints and Clears
 * Aussie Boat Plans
 * Altex Varnishes

Web: www.woodenboatshop.com.au
 Email: sales@woodenboatshop.com.au
 Ph: (03) 59 844 333
 129 Hotham Road Sorrento VIC 3943

WOODEN BOATSHOP
 REPAIRS
 NEW BOATS
 RESTORATIONS

~ More on Herring Island ~

Fine weather with calm water prevailed for our Yarra River boat trip from Newport to Burnley.

I joined Andrew and Hahn on *Mars* for its inaugural voyage on this stretch of water.

Freight terminals, container ships, pleasure crafts, apartment blocks, CBD skyscrapers and many bridges formed part of the "scenery" on our journey.

Andrew was concerned about the height of

his boat as we negotiated some of the lower bridges but his fears were allayed.

Mooring at Herring Island was crowded as another boating association duplicated our event.

Lunch on the island was topped off with Sue's addictive Anzac biscuits and another of Penny's scrumptious cakes.

An enjoyable day.

Text and photos: Stephen Taylor



Westgate Bridge - Photo by Steve Taylor

~ The Boatyard ~

Sails for sale

Made for a 14.5ft Ilur dinghy.
 Standing lug yawl sails in tan colour.
 Brand new, unused.
<https://youtu.be/zsu7YPTbVbs>
 Price: \$2,000 plus postage.
 Contact Andy Jarman on 0498 284 582.



Boat cover for sale.

Fits a 4.5 to 6 metre boat.
 Width 2.5 metres.
 New, unused.
 Adjustable straps included.
 Price: \$85.00.
 Contact Chris on 0438 519 033.



WBA Burgees for sale

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

Contact David Stott on djstott@bigpond.com to place an order.



Free stuff that is surplus to requirements

A cockpit coaming for a skin on frame kayak. It is made of steam bent oak and would suit a small and flexible person.



A skin on frame kayak, built as a prototype for a folding kayak. It would suit a small, flexible person who weighs less than 65kg.



A sand anchor. It weighs about 10kg.



Full size plans for a hollow sculling oar with a curved blade.

It's all free so please phone Jim on 0408 279 179 if you can use any of it.

FRECHEVILLE HEANEY BOATS 
Restoration and Building of fine craft.
59 Slip Road, Paynesville - 0437 850 053 - fhboats.com.au 

- Craftsman Made Sails
- Sail Repairs & Alterations
- Sail & Boat Covers
- Weather Protect Covers
- All Computer Designed
- Computer Plot/Cut at Seaford


Peter Green Sails
15A Patrick Court, Seaford 3198
• 9773 5094 • 0419 006 398
www.petergreensails.com.au

1858
2008 *Celebrating 150 Years*

C. BLUNT
Est. 1858
BOATBUILDER

150-156 Nelson Place, Williamstown. Vic
Ph (03)9397 2323 Fax (03)9397 5530
www.bluntboat.com.au

For Sale: Sailing dinghy with trailer

3.7m (12'3") sailing boat on good Dunbier trailer. Takes up to four adults or plenty of camping gear. Rig is standing lugsail with boomless main and jib.

Boat design is Shimmy by Scruffie Marine. More details of the design and a video of another Shimmy sailing is available on the manufacturer's website:

<https://scruffie.com/shimmy12.html>

<https://scruffie.com/news-kael-sailing-shimmy.html>

Construction is plywood / epoxy. Timber mast.

A versatile design which can be modified to take oars or outboard motor, and can sleep two adults under a canvas cover.

Boat and trailer have always been stored indoors. Trailer has never been in salt water.

Boat is owned by Lysterfield Sailing Club, Vic. Contact lysterfieldsc@gmail.com.

Price: \$4800.

More photos available in The Boatyard at www.woodenboat.asn.au



Free to a Good Home

Car Topper Timber Sail Boat 1988

11ft 6inch x 4ft Philip C Bolger Design

Crimson Junk type sail, centreboard and Rudder all there

Currently stored in Mentone

Condition Fair. Very Minor leak in keel box when used once and minor rot in one rail needing some attention.

Purchased for \$900 on Gumtree, not being used. No trailer.

Contact Paul Cotterell on 0426 393 495



For Sale.

A number of new blue three cornered sails to suit small pram dinghies or canoes. They sleeve over a 40m mast and have sail battens and sail bags. Price negotiable!

We have patterns for a two sheets of 4mm ply pram dinghy with a how to build folio. A sailing version is also available for the sails above. Also patters for a 9' clinker stem dingy from three sheets 2400x 1200x 6mm five ply or solid timber with ribs.

The design for Begonia is also available, as are a number of other designs we built. This includes plans for a 43m on deck three masted Sail Training Ship based on our design.

Contact Tom Whitfield on 03 95808371

For Sale: *Pelican*, Heron sail number 6387

Pelican was probably launched around 1966. She has not been used since last season, but she was fine when last used.

Comes with a beach trolley, sails, sheets, paddle, whisker pole.

Asking \$200. That rudder blade alone is worth it! She has been a great little boat. She deserves a good home. *Pelican* is currently located in Ocean Grove.

Contact Mike Hardy 03 5256 2100



For Sale: *ICPOTA*, a Mirror Dinghy

Has not been used for many years but has always been shedded. No trailer or trolley. Best offer.

Located in Wonthaggi.

Contact Bill Haw on 0409 217 900

More photos on the WBA website.



Free to a Good Home: partly built Welsford Penguin

Jeff Smith is a committee member of the Victorian Romsey Men's Shed. Recently, via the Woodend Men's Shed he was gifted a 3/4 complete John Welsford Penguin. The owner builder passed away and his family have no skill or interest in finishing this yacht, so allegedly were going to burn it on a bonfire during this coming winter. He has rescued this yacht and it now resides on his tandem car trailer under a tarpaulin. He is looking for a home for this lovely piece of craftsmanship, FREE to a good home, with free delivery within reason.

The following photos illustrate the level of build. It comes with a complete set of laminated plans.

It has been built from 100% new timbers, and has been stored dry so there is no rot anywhere.

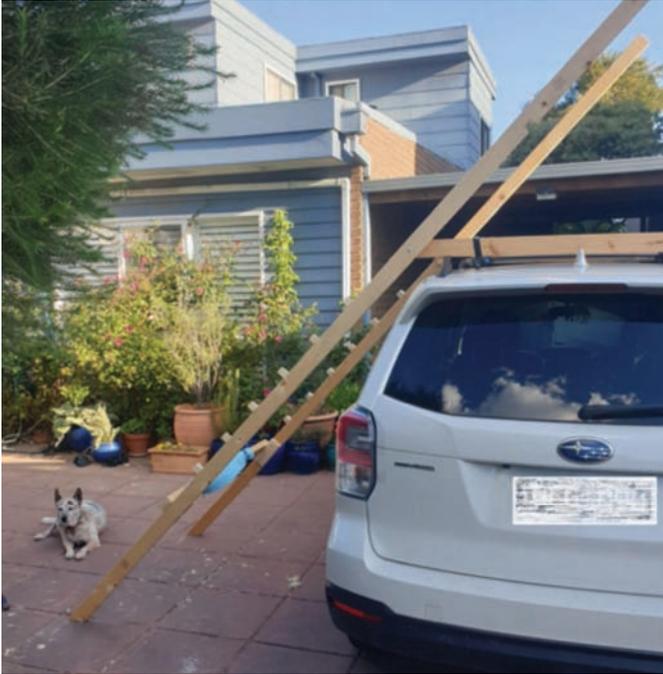
For more information, contact Jeff Smith on 0412629875.

More photos on the WBA website.



~ A Stairway to Heaven? ~

Boat trailers should be up there as one of the great inventions of humanity, but what if you want to tow something as well as take your boat? I stumbled over an ingenious solution on the splendid Arwen Marine site <http://www.arwenmarine.com/NewsCartop15.html>. At that site you will find clear step by step photos of the process, plus a link to a video of a Japanese chap raising a substantial looking dinghy onto the roof of his car.



The contraption is composed of two long side struts hinged onto a wooden frame that fits over the existing roof racks. Blocks of wood screwed onto the two side struts enable you to raise your boat one small increment at a time - a vast improvement on my previous roof loader which required an effort equivalent to olympic clean and jerk weight

lifting to raise the boat to roof rack height. Once the boat has climbed almost to the balance point, the side struts are raised and the boat can be pushed into position on the roof bars.



The two side struts are as long as the mast, and can be tied, along with oars, tiller extension, spars and sails, onto the roof rack for transport.

The Skerry hull weighs around 43 kilos. We can move it up onto the roof and down again quite easily, and we are getting better with practice. The thing that really takes the time is tying the boat and the bits and pieces on securely. The roof loader is not something I would contemplate for a day sail, but it is more than worth it if you are going somewhere and anticipate a few days sailing. We tried this out on a recent trip down to Corner Inlet. The whole package - boat, camping, teardrop, exploring new waterways - was a great success and we hope to do many more such trips.

Gary Hardy



~ WBA Committee 2021 - 2022 ~

President	Chris Kelly	0438 519 033	president@woodenboat.asn.au
Vice President	Andrew Campbell	0408 847 319	vp@woodenboat.asn.au
Secretary	Paul Rubera	0427 777 209	secretary@woodenboat.asn.au
Treasurer	Sharon Drinkall	0410 446 720	treasurer@woodenboat.asn.au
Promotions Officer	Andrew Cohen	0408 033 573	promotions@woodenboat.asn.au
Shavings	Peter Batchelor	0425 733 532	shavings@woodenboat.asn.au
Activities Officer	Graham Signorini	0425 741 016	
Website	Penny Braybrook	9457 5086	
Committee	Bob Morgan		
Committee	Gary Hardy	0402 254 801	

Tudor Insurance Australia (Insurance Brokers) Pty Ltd



Specialists in hassle-free insurance for wooden boats

1st Floor, 9 Clyde Rd Berwick, Vic 3806

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

~ Please Note ~

Opinions and advice

Opinions and advice expressed in Shavings and the Association's meetings are those of the individual originators 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 judgement 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.

Contributions to Shavings

Contributions to Shavings 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 the editing of the material and its publication in Shavings and on the Association's website on a royalty-free basis.

Well, it hasn't been much of a sailing season for me this year - mainly due to other activities getting in the way, but *Pitthirrit* has been out on the water a few times, and we are coming to know and enjoy her ways.

I've made a few simple changes, setting up a much simpler and faster way of reefing the sails. The sails are reefed by rolling them around the mast, and passing the snotter through a reefing cringle in the sail. Previously, this entailed taking the snotter off the mast, as it was looped around it, which made it a relatively slow process, and one which would have been interesting to try when standing in front of the main mast (balancing on the prow of the boat) in a heavy sea. I've replaced this a webbing strap that is permanently fixed around the mast, with a loop to accept a hook that is now attached to the snotter.



Now, to reef, I loosen the snotter, unhook it from the band around the mast, roll the sail around the mast, pass a new band through the cringle, and hook the snotter back in. It still sounds like a lot of work, but it is a lot easier and faster than my original setup.

Around the same time, I also sewed leather around the main mast, and opening up the partners a bit to accept the additional diameter. This was mainly to reduce the someone unnerving noise made when the mast rotated within the

partners. There doesn't seem to have been any damage to the mast, which is almost completely solid at this point.



I finally decided that adding a motor would be OK, and as luck would have it I heard that Gary was thinking about selling the Honda outboard that I had used on *Kirsty Ann*. The forthcoming Herring Island trip was a final prompt, so the motor came back home, and I made preparations for mounting it on the boat. Unfortunately, VicRoads has gone back to pre-COVID procedures, and I had to book an appointment to register the boat, with no appointments available in Melbourne for several weeks. Apparently, several of our members had been able to register boats during the pandemic simply by filling in a form and posting it off, but now we're back to business as usual, as slowly as possible...

Anyway, the boat is now registered, the mount has been made and fitted, and all I need now is an opportunity to get out on the water again.

Peter

