

~ President's Report ~

Ahoy Members,

On the evening of the 24th of August, a considerable number of members journeyed though the dreary weather. All so they could have their efforts rewarded with Peter promoting the upcoming Amazing Raid, followed by the feature presentiaon "The Riddle of the Sands". A film about a man who also journeys though dreary weather, a long time ago, in hemisphere far far away.

Arthur Davies invites his old university buddy Charles Carruthers to partake in some duck-hunting, although when he said duck-hunting, he meant to say secret mission. While on the "duck-hunting" trip, they came across a German official. This man has a daughter who plays a distracting love interest, the final component to any entertaining movie. With those ingredients, the story unfolds and you should have been there. I don't want to spoil it for you, so I'll see you at the next Club Night.

Now I think we can all agree, that film was best consumed with the bottomless buttered popcorn, then beautifully bookended with party pies, quiches (my personal favourite) and social mingling. I had a lovely opportunity to meet many other members in our welcoming club.

So if you're reading this and I haven't met you... I'll see you at the next Club Night at APYC, which is on the 21st of Sep at 07:30pm, It will be a presentation by Bob Morgan, on the aquatic-based culture of the Sepik River Region in PNG.

The next big thing that happened the past month in the WBA, was the always so enjoyable Sailing Day on the 28th. Before we hit the water Jim came out swinging with a map of the upcoming Murray trip. Sounds tempting doesn't it, 100km of calm winding rivers nestled between

Mulwala and Tocumwal, potentially riddled with budgie-sized mosquitos. Such a call to adventure can do that to a WBA member. For more details don't hesitate to get in contact and join the trip, budgie smugglers are optional.

With pointing at a blue squiggle on a map out of the way. It was time for the hulls to be planted in the water and sails to hug the wind. Fanciable dream boats by Gary and Jim, the *Derry* and *Talisman* were out making waves. Before you ask, yes of course Ozzie was there. How else would we all know when to set sail.



As it was my first experience with such magic, I want to highlight Peter's Lapwing called *Pitthirrit*. The magic I speak of is in the panache of the sail configuration.



When the mainsail's tension is dropped, she stays perfectly in place. You are left peacefully in the water watching the waves and the wind move around you. Quite spectacular stuff, I heavily recommend sweet talking Peter, that way you can experience it for yourself.



For those who may have been hesitant to bring your boat down, due to the maneuvering involved around the club house. We will now have access to the roadside boat ramp booked for every sailing day. No more trees trying to reclaim our masts. Hooray!!

Thank you for another beautiful month members, I look forward to the next one. We have a presentation on PNG culture, and our WBA culture in the making with the Amazing Raid. I look forward to seeing you all there.

Ethan Urch
WBA President



~ August sailing day ~

Our August sailing day saw several WBA members on the lake, in blustery conditions.

After my first trip around the island, with Ethan, I decided that reefing would be a sensible step. Detaching the booms, furling the sails around the mast, and then reattaching the snotters through the reefing points and connecting the booms again is a lot faster with the new setup I'm using, but is still a bit cumbersome. To a certain extent, I think this might be a matter of lack of practice - very much a matter of use it or lose it, as I haven't been doing much sailing recently... With the sails reefed, Pitthirrit handled well, and still pointed upwind quite reasonably, so I'm happy with the way I have arranged things now.

The winds were quite strong at times, with a few boats on the lake capsizing, but none of ours - just... (but that's another story, for someone else to tell).

Those with boats took out members who arrived without boats, so most who came for the day managed to get out onto the water. Peter Murphy and his son showed up with a very nifty nesting Eastport pram.

Lunch on the verandah was a great time to catch up with friends and share a few stories and ideas. The weather is improving, and we are hoping to see even more members at coming sailing days.

Peter.

Thanks to Stephen Taylor for the photos.



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~ WBA Events in September ~

Club Night - Wed 21 September, 7.30pm – Albert Park Yacht Club

“The last great simple wooden boat based aquatic culture in the 21st Century is right on our back door”

Bob Morgan’s photographic presentation will introduce us to the mighty and remote Sepik River of Papua New Guinea, featuring the incredible boats, villages and peoples of the aquatic-based subsistence culture of the Sepik River Region and of the Ninigo Archipelago and the Admiralty Islands of the Northern Bismarck Sea.

The presenter, Bob Morgan, is a keen yachtsman, traveller and photographer and an experienced public speaker. His current fleet includes a 112-year-old cedar and canvas canoe and an 1898 clinker fishing boat.

Please RSVP to WBA Secretary Chris Kelly, 0438 519 033 secretary@woodenboat.asn.au

Sailing Day – Sun 25 September - Albert Park Lake

Sharpen your wits, put on your thinking caps, collect your team and join *The Amazing Raid!* Peter and Gary have prepared a challenging day out on the water at Albert Park Lake. Part Great Race, part Boat Rally, this fun event will test your ingenuity and powers of observation, not to mention your boating abilities.

There are prizes to be won and the winning team will be honoured with an entry on the *Amazing Raid* plaque. Registration is essential and open now! Register at <https://www.woodenboat.asn.au/AR-2>

If you don’t have a suitable boat (oar, paddle, or sail, no motors), but still want to take part, register and tick the box indicating that you would like to hitch a ride in someone else’s boat, or become part of the crew of one of the WBA boats.

~ August Club Night ~

For our August club night we watched “Riddle of the Sands”, adapted from the book by Erskine Childers.

An eager crowd of a round dozen film enthusiasts arrived prior to our starting time to talk about the film, weather, boats and anything else that came to mind.

Ethan and his wife Jem welcomed us all, discussed the upcoming sail day at APYC on the 28/8 and the presentation at the September club night by Bob Morgan on the wooden boats of the Sepik river. Peter Batchelor spoke of the “Amazing Raid” scheduled for the sail day in September and called for participants to register.

While the movie was being started, Ethan passed out packets of popcorn for our enjoyment during the movie.

The film was produced in 1979 as a British spy thriller set in 1903 in the shoal

waters of the Frisian Islands, involving the foiling of a plot to invade Britain by Germany via the east coast through the Wash.

A sequel to the original book was written called “Shadow of the Sands” by nautical writer Sam Llewellyn, in 1998. This explored the cruise of the yacht “Gloria” and the conclusion of the events described by Erskine Childers.

Childers, whose son later became President of Ireland, was a supporter of Irish Republicanism and smuggled guns into Ireland on his yacht “Asgard”. Erskine was executed by an Irish Free State firing squad in 1922.

The evening concluded after a supper and chat, again about boats and the film at around 21.30 with the general opinion of a good night out.

Chris Kelly

~ The Alan Chinn Award 2021 - 2023 ~

The Alan Chinn Award for excellence in boat-building was established in 2018 in honour of our founding member, long term committee member and highly skilled boatbuilder, Alan Chinn. The aim of the award is to promote the skills of boat building and restoration and to recognize the work of our members in their boat building activities.

The emphasis is on recognizing the efforts of all members who get involved in a boatbuilding project rather than finding a winner for the award. A brief story about each nominated project will appear in Shavings.

The inaugural award was presented to Russ Hurren for his restoration of the motor cruiser "Maude" at the AGM in 2019. The second award was presented to Tim Drinkall for his restoration of the speedboat "Comet" in 2021. (Include photos?)

What interesting nominations will the panel have the pleasure to inspect and consider for the 2023 award?

The WBA Committee has decided to accept nominations from members and present the award at the AGM in 2023. Projects completed during 2021 and 2022 and which were not nominated for the award presented at the AGM in 2021, will be eligible for the 2023 award.

The committee would like members to start thinking about nominations for the award. The nomination could be for a new

build, a restoration project or a model boat construction. You can nominate someone you know, with their consent, or nominate yourself. Each nominated project will be reported in Shavings to keep members in touch with the boatbuilding activity that is going on within the club.

In the rules and requirements for the award it states that "the award is given to the person not the boat" which means that the story behind the project, the effort and motivations of the builder and the involvement of others in seeing the project through are important to the assessment of the award nominations.

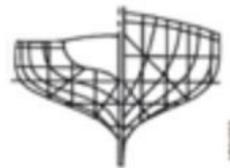
The Rules and Requirements document and the Nomination Form for the award will be available on the website in the near future.

At this stage the committee would like to hear from members about projects that have been completed in the last year and a half, or are underway and likely to be completed by the end of 2022. The closing date for nominations will be the last day of February 2023.

If you know of a project that could be nominated (including your own) please contact the Secretary, Chris Kelly or the Chair of the Alan Chinn Award selection panel, Graham Signorini.

Chris Kelly: email <chrisk1@bigpond.net.au>
Graham Signorini: email <gsignorini@optusnet.com.au>

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The Amazing Raid

Mk II



How well do you know Albert Park Lake?

***The Amazing Raid, Mk II* takes place on Sunday 25 September, starting at 11am.**

A cross between a raid and a car rally, with a dash of *Swallows and Amazons* thrown in, the day promises to be fun for all ages!

Do you have what it takes to beat the current champions, *Team Talisman*?

Open to all current members of the Wooden Boat Association.

Use a sailboat, rowboat, kayak or canoe.

Compete on your own, or form a team.

Registration essential, and now open.

<https://www.woodenboat.asn.au/AR-2>

Not a member? Don't miss out on the fun!

Join us at www.woodenboat.asn.au

~ The Boatyard ~

For sale, Hartley TS 14 trailer-sailer

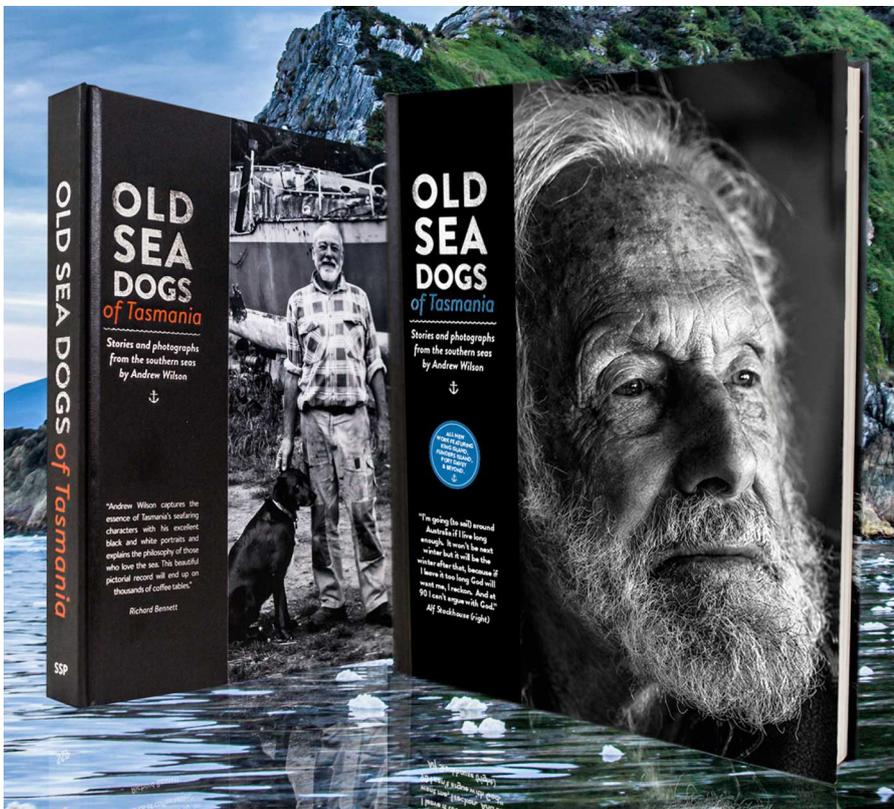
Built in 1981. Located in Werribee, and comes with tilt trailer, roller furling jib, near new red sails. Both boat and trailer registered in Victoria.

Asking \$4995

A Honda 2.3hp outboard suitable for this boat is also for sale. \$750 neg.

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More photos online in The Boatyard.



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Some online reading for you

I love an investigation on the web and never know where I will end up!

This week I found the Society for Nautical Research, at <https://snr.org.uk>.

There is a lot to explore here. Two things to take a look at are:

- The *Mariner's Mirror* podcasts, covering everything from piracy to sirens!
- 2 wonderful journals. The *Mariner's Mirror* is the international journal of the Society for Nautical Research. It has been published since 1911 and is recognized as the world's leading journal of naval and maritime history. The other journal to take a look at is *Topmasts*, their quarterly newsletter.

Kirsty Batchelor

~ 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.

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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.

~ WBA Committee 2022 - 2023 ~

President	Ethan Urch		president@woodenboat.asn.au
Vice President	Graham Signorini	0425 741 016	vp@woodenboat.asn.au
Secretary	Chris Kelly	0438 519 033	secretary@woodenboat.asn.au
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Promotions Officer	Andrew Cohen	0408 033 573	promotions@woodenboat.asn.au
Shavings (interim)	Peter Batchelor	0425 733 532	shavings@woodenboat.asn.au
Website	Penny Braybrook	9457 5086	
Committee	Bob Morgan		
Committee	Andrew Campbell	0408 847 319	
Committee	Nick Atkins		

~ Murray River cruise starting Tuesday 11 October 2022 ~

A group of us who have previously cruised on the Murray River in pre-pandemic times are thinking about another informal trip next spring. Please note that this is not a Wooden Boat Association activity; it is just a group of people who have chosen to cruise in company.

So far we have people who plan to row and motor. There are also people interested in kayaking.

The proposed route is from Yarrawonga to Tocumwal. This is a distance of 100km by river. If we average 20km each day this will give us a trip of five days. There may also be some current if water is being released which will help us on our way. Although the proposed daily distance is modest compared to some of the previous efforts, some of us are out of practice and this will ease us back into river cruising.

The proposed starting date is Tuesday 11 October with participants meeting up in Yarrawonga on Monday 10 October. The proposed finishing date is Saturday 15 October. This time avoids the school holidays in NSW and Victoria and will get WBA people back with time to spare before their weekend trip away to Paynesville from 27 October to 1 November.

At the start of the trip there is a caravan park downstream of the dam wall in Yarrawonga, called the Yarrawonga Holiday Park, which has its own boat ramp on the river. The caravan park has asked for us to arrive before 5pm on Monday so they can arrange to store the cars and trailers on Tuesday.

At the end of the trip, on the NSW side of the river there is a boat ramp in Tocumwal off Deniliquin Road.

There are two bridges across the river at Cobram- Barooga and Tocumwal.

There are numerous camping grounds along this stretch of the river, and a sizeable town at Cobram which has a

full range of facilities. There are also a number of sandy beaches which look tempting and could provide peaceful camping spots.

There may be some bank to bank shallow sandbars. Draft and clearance might be issues for some. A good supply of propeller cotter pins would be essential for all outboard owners

Getting back from Tocumwal to Yarrawonga to collect the cars and trailers is relatively easy as there is a bus service that runs on Tuesdays, Thursdays and Saturdays at 8.50am. The bus service is operated by NSW Train Link and takes 1 hour 10 minutes but requires a NSW Opal card (like a Victorian Myki card). Alternatively, we can catch a taxi from Tocumwal straight to where we've left the cars and trailers as it's only 60km and the fare will be about \$120 (\$30 each if four people share a taxi).

We are operating on the usual assumptions that each boat will be self-contained for all the important things like food, water, fuel and maintenance. Engine repair facilities are available at Yarrawonga and Cobram.

The entire route is covered by the maps in the booklet titled *Murray River Access Yarrawonga, Mulwala, Cobram-Barooga, Tocumwal, Ulupna Island* published by Spatial Vision. Most of the route is covered by the 1:100,000 sheet titled *Berrigan*.

If you are interested in joining the trip

If you are interested in hearing more about the proposed trip, please contact Jim Stockton via email at jimstockton1@gmail.com and I will add you to the distribution list.

The map shows the roads between Mulwala and Tocumwal. The roads distance is much less than the river distance.

Jim Stockton



Miscellaneous

Yarrowonga Holiday Park
 7-11 Burley Road
 YARRAWONGA, VIC 3730
 (03) 5744 3420
<https://www.yarrowongaholidaypark.com.au>

Yarrowonga District Hospital
 33 Piper Street , YARRAWONGA, VIC 3730
 (03) 5743 8111

Cobram District Health
 24-32 Broadway Street , COBRAM, VIC 3644
 (03) 5871 0777

Tocumwal Hospital
 6 Adams Street, TOCUMWAL, NSW, 271
 (03) 5874 2166

Yarrowonga-Mulwala Taxis (03) 5743 2111

Cobram-Barooga Taxis (03) 5871 1111

Cobram Car Rentals and Sales (03) 5872 2589

Yarrowonga Mulwala Visitor Information Centre (03) 5744 1989

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~ Curlew nesting dinghy launch ~

Doesn't a "Covid Break" slow things down! A couple of operations since my last report on this boat's progress in (can you believe it?) the May 2020 Shavings, also slowed things down.

Don't remember the article? Here's an extract..

"A couple of years ago I downloaded the John Tennock (QLD WBA) plans for his "stitch and glue nesting dinghy "Curlew".



I started cutting out templates of the planks and other bits at the local Men's Shed I attend once a week, and within a short time the project aroused the enthusiasm of 3 of the men, who each declared their intention of building the same boat (hence the templates, to assist in mass production.).

As one chap wanted to sail his version, and John Tennock advised he hadn't envisaged it sailing, I chatted with Tom and Carole Whitfield. Within a few I weeks received Tom's typed and comprehensive comments in the mail, together with an A1 sheet containing modified drawings to assist me. Basically we would have to raise the hull height 3 inches (Tom doesn't do metric), put in a centre board slot in the only available position in the boat, construct mast, rudder and centre board, redesign the "hold-me-together bits position, attach skegs and.... So on. Tom said he had a sail available."

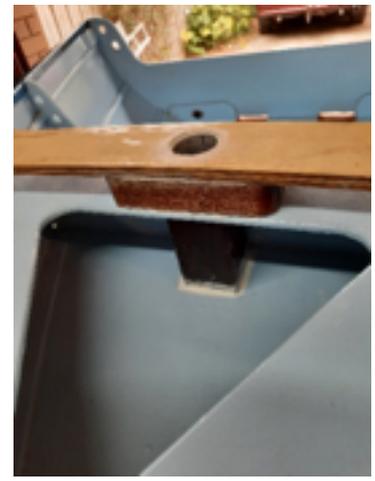
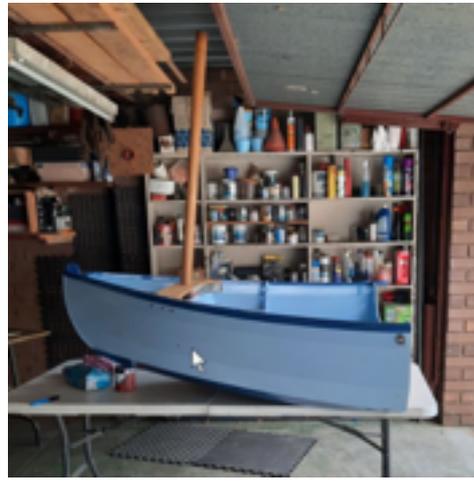


The preceding photos are of progress at April 2020 and although some pottering around had occurred since the last report, the hull needed sanding and painting, and mast, rudder, skeg and so on had to be designed and manufactured.

"Painting?" I hear you mutter, "Don't you always have your boats showing off the natural beauty of the timber and the precision of your work?". Well, I do prefer a clear finish, and the timbers did come up ok., except that because this boat is made from leftovers and seconds from previous constructions, it was a bit of a "timber rainbow" and although cheaper for me to build material-wise, it didn't give me the final appearance I was after. I should also confess that there were some areas of construction that deserved to be painted over.

So, since our last parting of the ways (and the boat being sawn in half, too), thwarts have been installed, hatches made and fitted, rudder done, dagger board and slot manufactured, mast step and mast brace designed and made up, mast and sail organised, and additional fastenings put in place – to be sure, to be sure, to be sure!!

Talking about the mast and sails, Tom Whitfield's plans called for a 2.45 metre x 45mm mast. This I carefully and skilfully made from laminated western red cedar. Tom then provided the sail he had promised – a leftover fairy penguin sail that was much longer. Fortunately, I had an old aluminium scaffolding brace which trimmed into a 3.1 metre x 50mm length, and when combined with a 45mm dowell gave the necessary height and hull clearance. Maybe the cedar lamination will form the basis of a pair of oars, in the future.



John's clever hull joining lugs are fine for quiet waters and gentle rowing, but this boat sails, and is registered for power; consequentially it seemed prudent to beef up the "join us together" arrangements.

At the top, a couple of wooden nuts and bolts join the bulkheads internally to compliment the external toggle latches fitted just below the gunwhales. The wooden bolts are just a bit of fun, really, but together they really have a good grip. At the bottom, stainless steel nuts are set into timber blocks attached to the aft bulkhead, and large eyebolts can be inserted through more timber blocks to really brace the union up. Why eyebolts? Well, I don't need a spanner to work with them, do I!! (If the boat is used without the eyebolts, the openings can be blocked off with standard drainage plugs).

The decision was made to finish all this in time for the 2022 AGM, and to be in a position to contend for the coveted Alan Chinn award in the "nesting dinghy" category.

Yes, as all who attended the AGM know, we made it! I was amazed at the lightness of the little boat on the water. It was a joy to row, and our Graham made it look as if it was meant to sail. Sharon Drinkall (our treasurer) seemed reluctant to bring it back (or was there a headwind?).

Did it leak? Well, yes, a tiny dribble, but as our new

president explained – "it's not a proper wooden boat if it doesn't leak"!

Passers-by seemed intrigued by the boat, and many pictures were taken.

So there you are - another project finished. Time to get back to the model of the Queenscliffe (2½ years into that), and the Taal Stand Up Paddle board.

David O'Dempsey



~ Wooden boat building techniques in an iron boat ~

OK, it doesn't have much wood in it, but it is an interesting boat nonetheless...

WBA member Graham Jones came across this display at the James Cook Museum, in Cooktown, exhibiting a unique Queensland Flood Boat.

Graham writes that the museum also had an anchor and canon from the *Endeavour* on display.



The May-Belle

This boat was used at Maytown on the Palmer River Goldfields. It connected Maytown to the outside world and other outlying settlements in time of flood. Flood boats such as this were used extensively to maintain lines of communication throughout Australia, before bridges were built.

The May-Belle was probably built in 1895 in Brisbane by Sutton & Gay, a well-known foundry, shipbuilding and general engineering firm at Kangaroo Point. It was sent to Maytown to replace an earlier boat which had been washed away in a flood. It seems likely the May-Belle remained in service until 1911, when it too was washed away. It lay undiscovered in the Palmer River bed until 1973, when an expedition commemorating the centenary of the Palmer River gold rush discovered its upturned hull covered in rubber vine. The boat was later transported back to Cooktown where it has remained at the James Cook Museum.

The May-Belle is unusual amongst flood boats in that it is made of iron plates riveted together, rather than the more common wood. The choice

of iron was sensible for the climate—wood would shrink when not in use, leaving gaps in the boat's hull. The May-Belle could also be easily repaired by a blacksmith, and its iron hull would be more resistant to damage - note the many dimples in its hull which may indicate knocks and bumps sustained in the swollen river. The Palmer River could rise suddenly during the wet season, leaving residents facing an expanse of swift flowing water 200 metres across and 6 metres deep.

The May-Belle is very similar to another flood boat now on display at the Coen Heritage House in Coen. Due to their unusual material and construction method, both boats have been entered on the Australian Register for Historic Vessels.

TOWN



It all started when I was on my way to work at Melbourne's Maritime Museum with its prized procession the *Polly Woodside*. On the radio a gent was talking about his dream to build the ship that founded Melbourne to be moored near the site where they first landed near where a reef lay across the Yarra River back then.

I grabbed the contact number and mention it to Charles Treevean, the *Polly's* Manager. If such a ship were to be built, where better than the Museum site? Charles made contact and arranged a meeting outside the Melbourne Library where we were introduced to Hedley Elliot. I invited Rick Mitchell to support me, and to remember what went on. My memory is very random in what I retain, but this meeting I do remember quite clearly.

Rick was building, or just had built his 17 century clinker dingy with me on the Museum site and could be one of the team to help build the ship. I had spent my life around boats and worked as a boat builder since 1960! Rick had proved himself.

Hedley presented a large painting of the *Enterprize* at that meeting with Minister Mark Birel, whose office was in the City Library building. Mark gave us a good hearing. Hedley lived on a property known as Emu Bottom, one of the first buildings in Victoria built by someone who stepped off the *Enterprize* that started a settlement. The site for a 'Village' as John Pasco Fawkner put it back then, now known as Melbourne!

Hedley told the story of the *Enterprize* and John Pasco Fawkner's party leaving Tasmania to settle on the big new continent because land was scarce over there. How they had to turn back because of bad weather. Fawkner was forced to take a horse from the ship to go back to Launceston to settle with his creditors. The ship left without him, travelling to Westport first but found no clean fresh water. They went on to Port Phillip, where

they meet up with John Batman party in the *Rebecca* who had set out a few weeks earlier. Batman's party had set up camp at Indented Heads while Batman had gone back for more supplies.

Enterprize sailed on to the top of the Bay where a river flowed out among sand bars and shallows. The ships boat went up stream looking for fresh water but found none.

On the way back they noticed a flow of water running out of a reedy side stream they had not noticed on the way up. The next day they explored this stream to find a large river, now know as the Yarra. They reached a reef across the river, near where Spencer Street Bridge is today, and found fresh water above this reef. The land was good with deep fertile soil and lightly wooded. Perfect!

They went back and worked *Enterprize* over the sand bars and got her up to within a short distance of the reef. They cut a limb from an overhanging tree to get the ship alongside the north bank and set a plank down and got their stores and horses ashore.

August 29th 1835 was the start of that settlement, now know as Melbourne. Back at the Batman camp a large unkempt individual arrive with a number of Aborigines. This was William Buckley, the prisoner who escaped from the first penal colony in Port Phillip, 32 years earlier. He slowly remembered his former language and warned the settlers of a plan by the local tribe to kill them for their belongings. They moved camp to join the others on the banks of the Yarra.

Batman had negotiated the use of land for his burgeoning sheep empire from the local Aboriginal leaders. Many think his agreement was an opportunistic offering of beads and blankets for a large area of land. He also offered scissors and tomahawks, as well as five tons of flour, to be repeated each year under his agreement. When the British Government heard of his deal they refused to

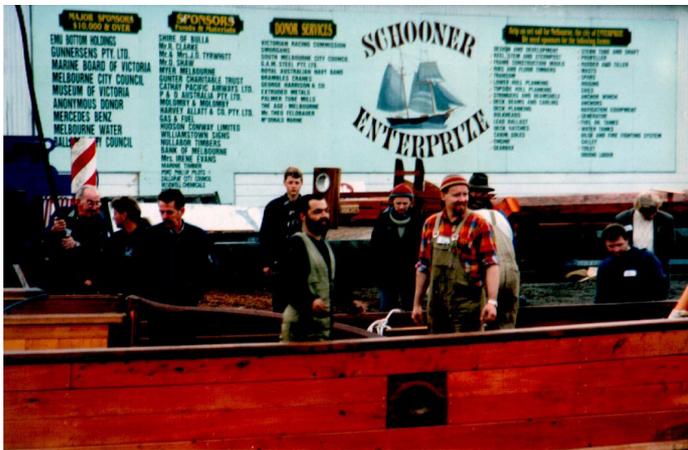
acknowledge it. He may well be the only person to deal with the natives at the time and should be recognised for that.

Mark Birel said they had no money but would \$2,000, I think it was, help? We were off. August 30 is the 25th birthday of the official launching of today's *Enterprize*, built at the *Polly Woodside* Museum nearly opposite that earlier landing in 1835.

One can never tell where an opportunity will come from.

Tom Whitfield

Photos of the launch of the *Enterprize* are from the WBA archive, by WBA Life Member Derek Williams.



Have you booked your place for the WBA weekend away?

The WBA will be visiting Paynesville at the end of October this year. The plan is to stay at the Allawah Caravan Park, which has its own dock and boat ramp. All cabins have been filled, so book a camping site soon on 03 5156 7777. We are intending to arrive on Friday 28 and leave on Monday 31 October.