

~ President's Report ~

Dear Committee and Club Members,

It is with a heavy heart that I submit my resignation as President of the Wooden Boat Association. After careful consideration, I have come to the difficult decision that I can no longer fulfil my duties to the best of my ability due to personal reasons.

As many of you know, I have always been passionate about our mission to promote and preserve the art and craftsmanship of wooden boat building. However, my personal life has recently required more of my time than I expected, making it difficult to dedicate the necessary time and energy to fulfil my duties as President.

It has been an honour and a privilege to

serve as President of this esteemed organisation. I am proud of what we have accomplished together during my tenure, and I know that the Wooden Boat Association will continue to thrive and grow under new leadership.

Sincerely,
Ethan Urch



In Ethan's tenure as President he brought to the position a fresh approach and enthusiasm which has been invigorating and we are pleased to announce that he has agreed to remain as a committee member. We look forward to working with Ethan in the future. Until the AGM we will proceed with the position of President vacant.

~ Alan Chinn Eight Bells 17 February 2023 ~

I first met Alan at a WBA open day organised at Greg Blunt's boatyard during a Williamstown Festival Alan was the smiling person who greeted Sue and me as we entered the shed and collected our gold coin donation.

He was a true advocate for wooden boats and was always generous with his knowledge and advice for a novice boat builder.

As a club member Alan was the first to volunteer for working bees and festival attendance to spruik the advantages of WBA

membership and his legendary apple crumble at the Christmas party was something to always enjoy.

He was a founder member of the WBA and held various positions on the committee over his 34 years of membership. His encouragement, authority and his humour will be missed by all he came into contact with.

Fair winds Alan.

Chris Kelly.

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~ Jim Stockton remembers Alan Chinn ~

We first met Alan Chinn at one of those low key, non-commercial woodworking festivals that we used to have in the suburbs. He was looking after a WBA stand with a sailing canoe on display. He was very tolerant as we asked hundreds of questions, happy to chat with newbies and an excellent spokesman for the WBA.

Unfortunately, we were already susceptible to the idea of a sailing canoe because a few weeks before we were paddling a Canadian canoe on Lake Tyers and the wind was blowing us all over the place. We speculated that if we had a sail we could harness the wind.

Some time later at the Wooden Boat Centre at Victoria Dock we borrowed Alan's building jig which you can see in the photo. The result was an Oughtred designed McGregor canoe. As I made the hull I would look at Alan's work and despair at my level of skill compared to his. Alan became the person to ask about anything related to small boats, as well as a source of plans and ideas. He was ever generous with advice and patient encouragement for beginning boat builders.



We still have the canoe. It lives on our front porch and it still gives me pleasure to look at its sweeping planks. It still gives me a thrill to sail it. It still reminds me of Alan.



Almost 30 years later we are still building boats. If we had spent that time, money and mental energy on something profitable we might even be rich, but we wouldn't have experienced the stimulation of building boats, the adventures of using them, the camaraderie of boat people and the long term friendship with Alan.

So Alan, we blame you for almost 30 mis-spent years. Thanks, mate.

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~ Inverloch Classic Wooden Dinghy Regatta ~

Judging Panel Report 2023

The 2023 Inverloch Classic Wooden Dinghy Regatta continued its success into its ninth year with 34 boats registered as participants, many of those for the first time. The winds were moderate, there was plenty of sunshine and the tide times made the launching and sailing of boats as convenient as possible in the waters of Anderson's Inlet.

The judging for the best presented boats in the various categories occurred on the Sunday morning of the regatta. This year's judging panel members were:

Mark Rimington
Jeff Cole
Greg Barwick
Becky Fairlie
Rowan Fairlie
Leigh McNolty

One of the primary aims of the regatta is to preserve and promote the classes of Australian racing dinghies that were designed in the 1950s, 60s and 70s. This era produced many racing dinghy designs that were suited to Australian conditions and the ethos of speed and thrills, where a capsize was part of the fun. They were also boats that could be built in the home garage with a few sheets of plywood.

Our first award aims to recognize this history. The Best Presented Racing Dinghy of an Australian Design award goes to Mark Rimington's St Kilda 8 dinghy "Maggie". This class originated in the 1920s and was sailed at the St Kilda Skiff Club and on Albert Park Lake. In the 1950s the boxy, planked design was updated by Rob Legge of Mouldcraft boats into a round bilged hot-moulded racing boat. Mark brought his restored Mouldcraft boat to the 2022 regatta. Over the past year a completely new boat has been created by master boatbuilder, Ray Eade using the strip plank method to accurately replicate the design, taking the lines off the old boat. Mark, the skilled professional sailmaker, put together a replica of the rig used on the 1950s boats which had a curved gaff for the gunter cat-rigged sail. The narrow panels on the sail make it highly authentic.

At only 8 feet long and with 76 square feet of sail, a St Kilda 8 is a bit of a handful to sail but Mark's boat looked superb on the inlet. The time, effort and resources that have gone into this boat have been rewarded with recognition by our wooden dinghy community for keeping alive a distinctive class of dinghy that is part of Victoria's sailing history.

There were other boats in this category which made a significant impression on the judges. Andrew Chapman's Gwen 12 "Aquarius" was in excellent condition, looked great and sailed fast. Graeme Cox has brought his Aquanaut "AC/DC" to every regatta since 2016 and sailed with members of his family as

crew. Paul Murphy sailed his Rainbow at the regatta again this year as the sole representative of this once numerous class. Pete Keily purchased a Fireball just to have an interesting and fast boat to sail in the regatta.



The second award the panel considers is for the Best Presented Racing Dinghy of a non-Australian design. Last year the award was won by Craig Ginnivan's meticulously restored Finn class dinghy "Mickey Finn", and Craig was at the regatta again this year with the boat looking as perfect as ever.

This year's winner is a first time entrant to the regatta, being a recently completed restoration. David Baskett bought Mirror 2991 "Lille Fugle" (Norwegian for Little Bird) as a fairly derelict boat that had been left in a shed for over twenty years. His restoration involved replacing the gunwhales, centreboard case and thwart as well as taking the bottom back to bare wood and giving it a waterproofing and strengthening seal with epoxy and glass. New sails and fittings completed the picture to bring one of the earliest Mirrors in Australia back to life as a competitive racer in the class. It is great to see a class of boat in which many of us learnt to sail, still going strong with interest in full restorations.



The Sailfish Class has become the centrepiece of our regatta with 14 out of the 34 entries this year being of that class. In recognition of their support for the regatta we have a Best Presented Sailfish award, giving the judges a difficult choice to make with so many excellent boats to look at.

To give a couple of examples, Malcolm Seller's Sailfish "Brumby" has never been restored since it was built in the 1970's, because it has always been kept in perfect condition. Chris Cleary's "Janus" was built for Chris by a Sydney boatbuilder when he was 15 and he won a number of Sailfish titles in the boat back in the 1970s. He still owns and sails it today.

However the winner of our Best Presented Sailfish award is Ian Milton's "Goofy Footed" because it stood out for its skilled and original restoration. Ian was alerted by a friend to the boat being left out on the hard rubbish. The photo below shows the condition it was in. The only original part of the deck remaining are two inlay work footprints on the foredeck. The highly distinctive inlay work on the new aft deck is a demonstration of the quirky character of the Sailfish group and their skills and dedication in keeping the boats going.

"Goofy Footed" was sailed by Warren Jones in the regatta races and performed very successfully.



The Moth class has a special place in the history of Inverloch as it was here that Len Morris first sailed his original design, the 11 foot scow "Olive" and went on to develop the class into an internationally popular development class.

There were only two Moths entered in the regatta this year, Harry Cox's "Skeeta" and our outstanding winner of the Best Presented Moth award, "Empire" sailed by Matt Keily.

"Empire" is one of the few skiff (pointy-bowed) Moths built in Australia. Nearly all Australian Moths are of the scow type because they have greater stability in stronger winds. Skiff Moths are popular in the light winds and lake sailing of Europe.

Matt purchased the boat as a restoration project and invested a huge amount of time and effort in rebuilding the structure and perfecting the finish and appearance of the boat. The varnish work on

the decks is of furniture quality. Matt also managed to obtain a sail in keeping with the design.

The narrow waterlines and the "wings" for sitting out are responsible for both the speed and the instability of the skiff Moth. Matt, who is among the top Impulse sailors in Australia, was able to get the most out of the boat with a little "time in the boat" over the regatta weekend. It was easily the most difficult boat to sail of all the boats entered in the regatta.

It would be great to see more Moths in future regattas, leading up to the Centenary of the class in 2028.



Our final category is the Best Presented non-racing Sailboat. This year all three entries in this category were designs by Iain Oughtred. Oughtred designs are interpretations of traditional European fishing and working boats, modified to be suitable for building from modern materials such as plywood.

SGYC's Commodore, Simon Wilson, entered and sailed his double ended Skerrie skiff "Sjospray" that is surprisingly fast for a simply rigged boat that is as much a rowing boat as a sailboat.

Tony Landy brought his Artic Tern, one of Oughtred's large open boats derived from Scandinavian and Scottish traditions. Ex Commodore Wayne Smith took command of the boat for the regatta weekend.

This year's winner was prolific boatbuilder Tony Landy's other entry, the 12 foot Shearwater design he named appropriately "Shearwater". Tony built the boat a few years ago and has now tweaked the rig and sails to make "Shearwater" an efficient and easily managed sailboat. Tony crewed on the boat in the regatta races with club member Andrew Biram at the helm. With its tan sails the boat looked a picture perfect example of a wooden sailing boat from a past era.



From the above award winners, the panel has to choose the winner of the Best Overall Presented

boat of the regatta. We chose Mark Rimington's "Maggie" for this award as the boat and the story of its creation represent everything the regatta tries to encourage. It helps to preserve a class of boat that was once popular and unique to our region, it maintains the skills of our traditional boatbuilders and sailmakers and by sailing at the regatta, it brings this history to a wider audience.

The Inverloch Classic Wooden Dinghy Regatta is continuing to act as a showcase for the types of boats and the styles of sailing that existed in our fairly recent history. Without the Inverloch regatta, and other similar events at Cairn Curran and interstate we would be losing the boats, the skills and the history of these fascinating boats.

The regatta has the most friendly and welcoming atmosphere for all who participate and the club is a great venue for viewing all the fine woodwork in the yard and watching all the sailing action on the water.

Leigh McNolty

~ Tn23 Raid from Cockle Creek to Hobart ~

Raid, what Raid?

A Raid is a motley collection of people who decide to travel in company. The tawe nunnugah (tn23) raid proposed to travel from Cockle Creek at the bottom of Tasmania to Hobart over 10 days, arriving in time to join the Australian Wooden Boat Festival in February 2023.



Getting to the start

All trips begin with a hitch, in this case a trailer hitch. We are transferring the trailer from my car to Chris' car for the road trip to Tasmania but it won't lift off the tow ball. We live on a sloping street and even though the trailer wheels are chocked, the pressure on the tow hitch is stopping it from being cranked up and the front part of the trailer is flexing. Eventually we rolled the car forward a few centimetres and the hitch released, just as Chris arrived with his car to get us down to Geelong.

At the ferry terminal in Geelong we caught up with fellow Raider Gavan in the holding pen and talked boat things.

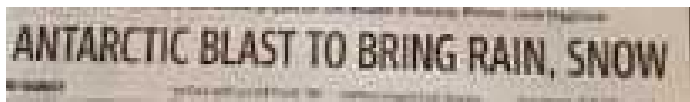
Once on the ferry, we proceeded to eat our way to Devonport.

While we are acknowledged as the best inshore navigators to have ever boarded a dinghy, it took us several circuits of Devonport's one-way streets to find the campground on the Bluff. It was a little bit damp the next morning but nothing we couldn't bail out as we approached Hobart and then on to Franklin where the Raid's sponsor, the Living Boat Trust, has its boats. Evening took us to the pub where tall tales were exchanged, some of which may even be true, but that's as rare as rocking horse poo.

Monday, Tuesday, Wednesday

The next few days are a bit of a blur as preparations for the Raid accelerated to muddle speed. The Welcome Dinner was notable for the debate about whether square bowls held more soup than round bowls. Meanwhile, security was provided by a flock of wood duck which patrolled the grounds.

Our early start for Cockle Creek was derailed the following morning by the first bakery that we passed. We enjoyed their breakfast until we saw a newspaper story titled Antarctic blast to bring rain, snow, which promised exactly that for the area. They were right.



In the end we camped at Moss Glen rather than Cockle Creek because with 130 participants and support crew there were too many people to fit into the Cockle Creek camping area. However, we launched the boats at Cockle Creek and swam back to the shore.

Thursday or maybe Wednesday

The days began to blur at this stage. There was a shakedown sail from Cockle Creek to Rocky Bay and many things shook down, but all boats made it back to Moss Glen where we anchored for the night.

The smallest boat to attempt the Raid was a kayak catamaran.



Only slightly larger was a two person rowboat.



Slightly larger again were two single handed sailors, including our WBA hero Gary with Derry and Gavan, who shared our trip on the ferry, with Tosh, an Oughtred double ender .

The St Ayles skiff with four rowers was the largest person-powered boat.



Monty, the Living Boat Trust's Montague Whaler, was one of the largest boats in the raid, particularly if you include the sweep oar in its length.



Moss Glen to Southport

Today's navigation: head southeast until the swell gets big, then turn right left, dodge various outcrops, rocks and islands until you come to one that is 20 metres high, turn left until you reach the public toilets. Just make sure that your navigator knows the current definitions of left and right or you'll end up at Antarctica. You will be rewarded with magnificent coastal scenery with rugged mountains on the western skyline and a

brownie on arrival if your chef's name is Kate.

Each morning Kate and her smiling catering crew prepare over 130 breakfasts. Each evening it's an evening meal with a smile. In between, they pack up their kitchen and move it to the next campsite.

They are supported by the ground crew, who set up the marquees, organise generators, and tow Portaloos. The Portaloos were to become important navigation markers.

Southport

The risks in sailing increased today when we learnt at the morning briefing that we are now operating under the Articles of War. Maybe we should have read the t & c more carefully.



We stayed at Southport for an extra day after the forecast was for 25 knot winds from the south. We carried the lighter boats ashore and moved the others to a sheltered anchorage called Deep Hole. Most people retired to their tents and did whatever consenting adults do on rainy days, while the more adventurous went to the pub for a pool competition.

In case you think we were overly cautious, take a look at the photo of a tinny that was chained up to the breakwater. Full disclosure: it was like that when we arrived. Our wind wasn't as bad.



Southport to Dover

Cautious preparation also meant that everyone had heavy duty rain gear.



With a good breeze, spectacular scenery and lunch on Partridge Island, what else is there to say. Well, the last bit of the run from the D'Entrecasteaux Channel to Dover was upwind, and our boat was near the tail end of the fleet, so we motored in. Our boat's motto now is, "We've got a motor and we're not afraid to use it".

Dover to Simpsons Point

After a rolling ride we ended up at an inconspicuous bump on Bruny Island which isn't distinct enough to have a name on the chart. It is so ambiguous that the first three boats to arrive searched up and down for an hour until the ground crew arrived and parked a Portaloo on a hillside. And hillside is the important word here, there isn't a flat spot within 500 metres but the spectacular views across the bay to the Bruny Island isthmus more than makes up for it.

Did I mention that it was a rolling ride today? One boat gave its occupants an unplanned swim. They, and their floating

boat bits, were quickly recovered. Apparently capsizing is considered normal operating procedure and didn't even warrant an entry in the incident log.

It may be our imagination, but there seemed to be fewer people at dinner tonight.

Because of the difficulty in getting the support vehicles to Simpsons Point, the next day was a lay day. Now, that may sound relaxing, but there was a match race between three boats of the same design, using some sort of round robin to assign 27 people through a series of heats, complete with arcane rules and partner changes that reminded us of a barn dance. Oh, and the boats' owners couldn't race their own boats.

The camp looks like a 1980s folk festival, complete with musical instruments and singing groups. Note the use of a Portaloos to indicate the location of the camp.



Bruny Island is narrow at this point and the western shore is covered in steep forest.



Simpsons Point to Quarantine Bay

The ideal criterion for anchoring for the night has finally been revealed. It needs to be deep enough for the boats to float at low tide but not so deep that the

skipper gets her knickers wet when wading out to the boat in the morning.

After a gentle day of sailing (and motoring) with a following breeze, we anchored in a cove called Hell Hole.

Onwards to South Arm

A mix of motoring when there is no wind and sailing reefed down brought us across the Channel to South Arm. We cannot adequately describe the incredible scenery with Hobart and the brooding Mount Wellington in the distance.



Last day

We ate breakfast standing in drizzling rain as all the gear was loaded onto the trucks for the last time. People hustle for the Portaloos for the last time, even as they are being hitched to tow vehicles.

Kate the caterer has already abandoned us. Kate and her colleague Marleen were taken to Hobart by fast RIB at first light, where they will be cooking for a tall ship. Kate didn't have her raincoat, so she was double bagged in garbage bags to help keep out the spray. We miss her already.

As the Raid approaches Hobart, we are joined by hundreds of boats for the Parade of Sail for Hobart's Wooden Boat Festival.

Ten days after leaving Cockle Creek, the Raid boats tied up in Waterman Dock.



All that remains is a final get together. Speeches are spoken, toasts are toasted, and tall tales are exchanged.

Was it worth doing? Yes.

Would we do it again? Yes.

Can't wait for the next raid in 2025.

Contributors:

In alphabetical order: Chris, Gary, Gavan, Jim and Penny, with unintended, and unacknowledged, contributions by many other participants.

Jim Stockton

~ Farewell to a friend ~

They say that nobody is indispensable, and I guess that this is true, but if there ever was an exception to the rule it was Alan.

Alan was always ready to offer advice (but only if it was asked for), and his quiet observations usually went straight to the heart of the problem at hand. I ran across Alan on the Wooden Boat Forum, in the section for Selway Fisher boats. I was starting the build of my first wooden boat, a Selway Fisher Northumbrian Coble, and I spent a lot of time on the forum, looking to see what others had done, and asking advice on the seemingly insurmountable problems that I kept on finding. Alan was a very active member of the forum, having built several Selway Fisher boats. He very kindly steered me in the right direction several times, and invited me to visit him at his workshop, Ibis Boatworks, in Altona, where, over a few cups of tea, he showed me some tips and tricks that would make building my Coble so much easier.

Incidentally, at this stage I didn't know that I had already met Alan, at the Stringybark Festival in Ferntree Gully, back in the early 1990s, when I spoke to a group of people building a canoe, and promoting their wooden boat group. The canoe eventually was named *Stringybark*, and is still in use as one of the WBA club boats.

When I saw Alan at his workshop, he mentioned the WBA, and suggested that I might like to join. Later on, it was at his suggestion that I stood for election to the Committee, edited the newsletter, and set up the WBA's website as an independent site, using the domain name that I registered for the Association.

Even when Alan was not able to sail on his own he would still come to Albert Park Lake to be involved in the camaraderie, and I was glad to be able to take him for a sail in my Core Sound 17 at one of his last visits to the club. He always enjoyed "messaging about in boats", and filing away ideas that might just come in handy later.

Alan always asked after our kids, and suggested boats that they might like to try. It was at his suggestion that we built a couple of Cockleshell kayaks, with Amelia and William getting involved, and learning a lot about the process.

Amongst my prized workshop essentials is one of Alan's WBA aprons, that Jenny gave back to the WBA last year, for members to make use of if they thought they might come in handy.

If I hadn't met Alan, I might not have found the wonderful group of people that make up the WBA, and my life would have been the poorer for it.

Peter

~ The Alan Chinn Award 2021 - 2023 ~

The Alan Chinn Award for excellence in boatbuilding 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.

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
chrisk1@bigpond.net.au

Graham Signorini
gsignorini@optusnet.com.au

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.



~ Coming events ~

Club Night - Cruise the Maribyrnong River aboard *Blackbird* - Wednesday 15 March, 6pm

Another WBA favourite - an early evening cruise on the Maribyrnong River on traditional wooden ferry *Blackbird*, with a pub dinner (optional) nearby afterwards. Join Captain Warwick Somerville aboard this historic vessel for a leisurely 2-hour trip, see a different view of Melbourne and learn some of its history from the informative on-board commentary. Warwick will take us from the *Blackbird* Cruises jetty in Footscray to the end of the navigable part of the Maribyrnong River at Essendon, and return us to Footscray at 8pm. We will leave the jetty at 2 Saltriver Place, Footscray, (Melway 42 E5) at 6pm sharp, so please arrive early so we can all board and leave on time. There is free parking nearby.

Blackbird takes a maximum of 30 passengers, so booking will be restricted to WBA members and immediate family in the first instance. Any seats remaining vacant closer to the date may be made available more widely. The cost of tickets is \$15 per head, which is being subsidised by the Club for its members. Payment must be made at the time of booking, go to <https://www.woodenboat.asn.au/15-march-maribyrnong-river-cruise/> to book and pay with PayPal or credit card.

A group booking has been made at the nearby Station Hotel (59 Napier Street, Footscray) for dinner after the cruise. This is optional and at your own cost, but to be included in the booking, please indicate your attendance on the booking form.

Sailing Day – Werribee South – Sunday 26 March, 10am

The Grand Prix is scheduled to be held at Albert Park in late March, and we will not be able to get to the Lake and the Clubhouse, so we will head to Werribee South instead.

This venue has multiple launching ramps suitable for all types of powered and unpowered craft with plenty of free parking, a family-friendly beach and extensive grassed areas with BBQs for picnics. Head out into the Bay and make for Geelong or wander up the Werribee River and throw out a fishing line (IMPORTANT: low tide is at approx. 1.30pm, make sure you have enough depth before you do this!).

Werribee South Boat Ramp is located near the mouth of the Werribee River, entrance off Beach Rd, Werribee South. (Melway 199 F11).

Advance notice of forthcoming events

Club Night, 17th May. Albert Park Yacht Club. Sea shanties/pirate night.

Sailing Day, 28th May. Albert Park Yacht Club. "A reflection of Mirrors".

Club Night, 21st June. Albert Park Yacht Club. Bob Morgan - history talk.

Sailing Day, 25th June. Albert Park Yacht Club.

Annual General Meeting, 23 July. Albert Park Yacht Club.

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RELUCTANT SALE – Motor Skiff “SATURDAY MORNING”

“Saturday Morning” is a ply and epoxy displacement speed dinghy fitted with a 6hp outboard motor, and folding canopy, launched September 2018.

The boat is on a Top Gun brand tilting trailer on a custom built cradle that allows easy launching and recovery. The boat is registered (concession) to 12th December 2023 and the trailer is registered to 8th May 2023.

Hull dimensions are length 5.00m (16’ 5”), beam 1.90m (6’ 3”), weight of boat, motor and fuel tank approx. 285kg, Towing weight of boat on trailer approx. 475kg. The trailer is unbraked.

The motor is a Suzuki 6 hp long shaft four stroke (model DF6AL), purchased new in December 2018. It has low hours and has been serviced at the specified intervals by a Suzuki dealer. The motor has a build in fuel tank plus a connection for a separate fuel tank.

The boat has evenly distributed foam filled buoyancy chambers and adequate storage in the side seats for picnic or camp cruising gear. There is additional storage in the bow. There is separate storage in the rear for the motor’s fuel tank and for spare fuel containers. The canopy is stowed folded down for towing and is easily erected either before or after launching. There is standing room under canopy.

There is a main anchor in a dedicated anchor well in the bow, and a smaller stern anchor in a storage recess at the stern. Inclusions are: a pair of 2.1m oars; folding padded removable seat to the forward thwart; tiller extension; fire extinguisher; 4 fenders; fuel tank for connection to the motor; 2 reserve 10 litre fuel containers; 2 anchors with chain and rode; 2 screw in sand holdfasts; canopy; bailing bucket; tow rope.

Location is Westlake Qld 4074.

Contact Ed Elcock on 0400 885 103 or edwardelcock2@bigpond.com.

Asking price is \$4,000.00



EXPRESSIONS OF INTEREST SOUGHT



"Toona Foam" is a classic fantail launch, built on Raymond Island by Robert Reynolds in 1925. She is carvel planked in NZ Kauri and powered by a 3 cylinder Yanmar 3GM30 diesel.

Her dimensions are 28' x 10' x 3'. Assessment has deemed her unseaworthy and in need of major maintenance. Owners are seeking expressions of interest for the purchase of "Toona Foam". Offers will be considered.

Region: Victoria

Location: Banksia Peninsula VIC

Usage: Leisure

Reference: Toona

Year: 1925

Length: 28' - 8.53m

Hull Material: Timber

Click on link below for contact and further details

<https://webstermarine.com.au/webstermarine/boats-for-sale/used/power-boats/custom-28-fantail-launch-1925/284730/>



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~ WBA Committee 2022 - 2023 ~

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~ 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.

IMPORTANT SAFETY NOTICE

It is a Club requirement that all participants at WBA events wear a properly fitted and approved Personal Flotation Device (PFD) at all times when on the water. This applies to members whether in their own boats or in Club boats, and to any passengers travelling with them including visitors and children. It is not enough merely to have the PFDs available, they must be worn. Please ensure that everyone in your boat complies.