



**MID—YEAR NEWSLETTER
JUNE 2014**



'Jezebel' Antoni Perri's home built traditional Whitehall design clinker
winner of the Inverloch and District Lions Club Perpetual Trophy

SOUTH GIPPSLAND YACHT CLUB COMMODORE

With the success of the first of the Classic Wooden Dingy Regattas behind us it is now the time to look to the future of this event. The Regatta has given great exposure to SGYC both in the local community and with sailors near and far but the momentum needs to be kept going. Much of the success of the event was the result of the enthusiastic contributions of the Inverloch and District Lions Club, Inverloch Rotary Club, Inverloch Historical Society, Inverloch and Melbourne business partners, Bass Coast Shire Council, members of South Gippsland and other yacht clubs and wooden dinghy enthusiasts. The Classic Wooden Dinghy Committee, a sub-committee of SGYC, is now looking for ways to attract more boats and a wider public audience for the 2015 Classic Wooden Dingy Regatta. I would encourage any interested club members to involve themselves in the planning by joining the Regatta committee. The future of the SGYC is very important for both myself and club members and an event such as this regatta engages with the community and exposes sailing to the wider public which in turn will attract new members and in particular juniors who are the club's future.

The Regatta's purpose is to exhibit, on and off the water, examples of wooden dinghies once sailed around Victorian beaches but now quite rare. These classic wooden dinghies would be from the beginning of the 20 century to about 1970. It recognises the history of the International Moth Class dinghy, a class Len Morris developed in Inverloch in 1928 which is now sailed around the world.

Inverloch's Regatta Days commenced about 100 years ago and although they were a celebration where working boats of the day were sailed, the event included a range of recreational activities for people in the town. This revival of the regatta over the Australia Day weekend will highlight the town's history of maritime and seaside activities.

This newsletter provides an outline of some of the classic wooden dinghies that were sailed off the beaches of South Gippsland, Victoria and Australia.

Jan Jones Commodore SGYC

<http://www.sgycinverloch.com.au/>



INVERLOCH'S COUNCILLOR

Inverloch has a rich, unique coastal history and a very colourful maritime story to tell.

Between the 1830s-1940s Inverloch was literally showered with a myriad of seafaring happenings and mishappenings. This period in our history featured a deliberately run aground 'Amazon' sailing ship, the 'Ripple' build, the 'Avoca's' steamer stolen and now lost treasure chest, a Rocket Shed and festive summer Carnivals which showcased the Inverloch Regatta coupled with ferris wheels, illusion shows, races, sandcastle competitions and the famous Miss and Mr Inverloch.

The SGYC and their commitment to re-establish the regatta now in its second year positively crystallizes our town's innovative achievements, sense of place and how much we value our distinctive history.

To the SGYC, you have enhanced the spirit of collaboration by seeking the support and fostering partnerships with our local service clubs, historical society, community organisations, enthusiasts, individuals, businesses and Council. All involved are to be commended as it guarantees the ongoing success of this event and one to permanently mark in our calendars.

This story is being retold in an active, inclusive, visual and educative way that is for all to enjoy. The Australia Day weekend means visitors and sailing enthusiasts alike can participate in and are treated to an unrushed experience, a walk around display of the boats and a casual informative chat with the sailing community - all in a beautiful and relaxed environment.

To witness a flotilla of timber vessels in our stunning natural surrounds and our ever changing Anderson inlet is a powerful and evocative image and certainly has that 'awe' factor. It takes us back in time and importantly creates new memories we can share as a community, with our visitors and with our children here and now.

Thank you to the SGYC, everyone involved and especially all the entrants that travel from afar boats in tow to bring to life this wonderful Classic Wooden Dinghy Regatta.

Cr Jordan Cugnale

Townsend Ward

Bass Coast Shire

INVERLOCH HISTORY



PINE LODGE

by Eulalie Brewster

When Cal Wyeth visited USA on a business trip in 1927 he was impressed with the private hotel and country club accommodation he saw. This was his inspiration for Pine Lodge and he designed it along similar lines. The Lodge was built by local labour and when completed in 1930 local people were employed as staff.



Guests arrive at Pine Lodge in 1930



Captain Roberts flies his Gypsy Moth to Pine Lodge 1933

The building was fitted out luxuriously with every modern convenience available at that time including its own water supply and sewerage. The water system directed bath waste water to cisterns for flushing toilets which was then run to a septic treatment system. Electricity generated in an onsite powerhouse provided lighting in each of its 13 bedrooms which also had hot and cold running water. With further additions by 1936 the Lodge had an entrance hall, lounge, dining room, ballroom, billiards room, a large swimming pool and increased accommodation that included two furnished cottages.



Pine Lodge's 'Cutty Shark' on the Tarwin River in 1934

Dining staff would dress in khaki for breakfast, blue and white for lunch and formal for evening. Evening entertainment was by someone playing the piano, violin or occasionally the saxophone. Patrons would play bridge or relax in the comfortable lounge areas appreciating the open fires, the decor and scenic views.

Pine Lodge provided a description of where guests could visit providing a map with distances and the condition of tracks and suitability for cars as well as where aeroplanes could land. Motor boats could take people across to Point Smythe and the 'Cutty Shark' could take people around the Inlet and up the Tarwin River.

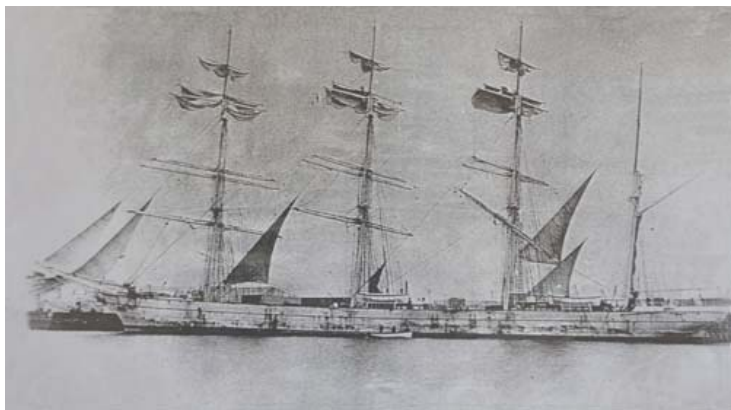
The Sportsmaster could arrange hunting and fishing trips as well as golf, tennis, riding and picnics.

From 1942 to 1947 Pine Lodge was requisitioned and used as a convalescent hospital by the Navy. Tarwin lower Red Cross members collected patients and took them to concerts in the Tarwin Lower Hall or to Garden Parties at 'Tarwin Meadows'.

THE 'AMAZON'

by Marion Chapman

The '*Amazon*', a 363 ton four masted barque, was built in 1839 at the Channel Isle of Jersey and operated as an International trader. Skipped by Captain Ogier she left Melbourne for Mauritius on 12th December 1863.



The four masted barque '*Amazon*'

During the night a southerly gale developed rapidly and worsened. The ship was driven eastwards and as there seemed little chance of saving her the master ran her ashore. Although the seas destroyed everything on deck there was no loss of life. Two weeks later the Government steamer, '*Victoria*', picked up the crew who had been camping on the beach. The cargo of salted beef was salvaged by Captain Richard Leggett in the cutter '*Ben Bolt*'.



Early this year shifting sand dramatically revealed part of the remaining structure of this once massive ship.



By late May a tangle of fragile 150 year old ropes was briefly exposed and then concealed again overnight.

More information on Inverloch's history and about the Inverloch Historical Society can be found at <http://home.vicnet.net.au/~invhs/>



EARLY HISTORY OF THE INTERNATIONAL MOTH

by Bob Parry

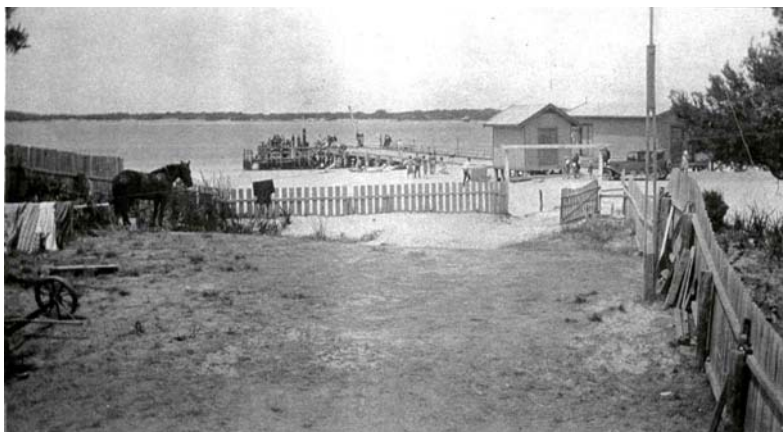
Len Morris is well known as the designer/builder of the first Moth Class Boat (Inverloch 11foot Class) but little is known about the other pioneers of small dinghy sailing in Victoria. Here is a list of the first 14 Moth Class boats, nearly all from Inverloch or Lake Boga Clubs. When the Inverloch Moths travelled to Lake Boga Mr Morris used the Morris Bros family dairy truck

From Albert Park to pick up moths at Inverloch then about a four hour drive to Melbourne then how many hours would it take to get to Lake Boga?

No.	Boat name	Builder	Occupation	Where built	Year built approx.
1	<i>Olive</i>	Len Morris	Dairy Depot	Darnham (near Warragul)	1928
2	<i>Whoopee</i>	William Gidney	Coal Mine Manager	Wonthaggi	1930
3	<i>Flutterby</i>	Len Morris	Dairy Depot	Darnham (near Warragul)	1931
4	<i>Roamer</i>	Jim Newton	Coalminer	Wonthaggi	1931
5	<i>Twin</i>	William Johnson	Coalminer/fisherman	San Remo	1933
6	<i>Toinette</i>	George Bell	Art School	Toorak	1933
4	<i>Marina</i>	Jim Newton	Coalminer	Inverloch (2 nd boat same No.)	1933
7	<i>Lowan</i>	F. Titford	Unknown	Lake Boga?	1936
8	<i>Blue Bird</i>	I.Black	Unknown	Lake Boga?	1936
9	<i>Atlantic</i>	Mr.Rees donated moth to new club		Lake Boga?	1936
10	<i>Ethyl</i>	E. Dymond	Unknown	Unknown	1936
11	<i>Desoto</i>	H. Davey	Unknown	Unknown	1936
12	<i>Empire</i>	A. Davey	Unknown	Unknown	1937?
13	<i>Flea</i>	J. Mabbitt	Unknown	Unknown	1937?
14	<i>Skipton</i>	D. Tuttle	Unknown	Unknown	1937?

Moth No. 2. 'Whoopee' –

Mr William Gidney was born 1881 in Durham England and spent the first six years of his life aboard his father's ship plying between the North and south of England. His father was known as "Old Fog Eyes" for his skilful navigating up and down the Thames River in thick fog. Sounds like a great name for a Moth "Old Fog Eyes".



View from Gidney's house to jetty. Shed on right was clubhouse

William Gidney was the holder of the Royal Humane Society's medal and certificate for risking his life in rescue work at the Wonthaggi mine. He built a two storey holiday house at Inverloch which was right on the beach (where Hitchins Store used to be) at the Jetty in an area known as "Old Pommie Town".

Moth No. 4. 'Roamer' – then Marina

Jim Newton bought his first moth plan from Bill Gidney and built his boat '**Roamer**'. It was too heavy so 18 months later he built another named '**Marina**' with rounded front curved nose. Jim's father and grandfather were both coalminers from Northumberland. He asked Gidney a few things but basically built '**Roamer**' on his own. No one else came to see the boat as he built it.

Jim built his last Moth at Inverloch but this time William Johnson made a sail for him out of Japara silk and helped him build the boat. The steel blades were made at the mines shop in Wonthaggi. Bill Gidney was supposed to help Jim launch his boat and teach him to sail (never sailed any yacht before) but did not arrive, so Jim said he was doing "figure eights", had no idea and was trying not to tip over and then someone on the beach say "Gee that bloke can sail".

Jim remembered sailing at San Remo and heading towards Hastings but on the way back could not make it across from Newhaven to San Remo because of the strong tide, he tried three times. Eventually he had to de-rig his moth and send it across on the punt as this was before there was a bridge to Phillip Island.

As all boat builders know how much time and effort you put in to build your pride and joy, you could imagine how Jim felt when he left his boat on the beach overnight only to find the next morning Miss Inverloch and six others in their hob nail boots dancing on his deck.



MEMORIES OF MOTH SAILING

by Leo Lubransky

Although I lived in Melbourne, we spent almost all our weekends at Inverloch when I was growing up. I sailed my plywood scow Moth '**Dyna**' in Andersons Inlet between 1967 and 1972, with my friend Robin Mitchell who also had a Moth. His Moth was a fibreglass Mouldie Moth, all curves, and our two Moths were the only ones in SGYC at the time.

We used to race against Mirrors, Cherubs, Javelins, an Arrow Cat, two Quick Cats, Paper Tigers and various others. In the races, Robin was usually up at the front of the pack, but I wasn't very interested in racing, and often came last!

I was a member of South Gippsland Yacht Club from 1964 to 1972. My first yacht was a Sabot, but eventually I wanted something quicker, so after I started work and had an income, I saved up and bought my Moth from a man in Churchill. It had been sailed regularly on Churchill Pondage at the Hazelwood Power Station, and I took it back there once to sail in a regatta.

When I sailed my Moth at Inverloch, the Inlet wasn't nearly as sanded up as at present, but there were still several sandbars to dodge. The channels were wider and much deeper than they are now.

One year the South Gippsland Yacht Club invited the Moth Association down for some races, and the fleet of brightly coloured Moths was a lovely sight. At another event we had the Navy sailors come down with three Mirror 16s to race against the SGYC Mirror.



Sailing '**Dyna**' in SGYC Club Races

As well as participating in the Yacht Club races, Robin and I often used to sail around in the Inlet for pleasure, over to Venus Bay, up towards Tarwin Lower, or across to Point Smyth. Once, almost accidentally, we sailed right out of the Inlet over the bar, and into the ocean. Going out was easy enough, but coming back into the Inlet was quite scary! We surfed down the front of the breakers, and wondered if we'd pitch-pole, but luckily our Moths survived unscathed! We only did this feat once!

I parted sadly with my Moth in 1972 to buy a slightly larger yacht, a Pacer Pursuit, which fitted two people more easily so my wife and I could continue sailing.



by Robin Carter

'Scudder', a Mark II Moth, was the yacht my parents bought for my brother and I around 1963.



'Scudder' my Mark II Moth

It came from the club at Albert Park in Melbourne and had a beautiful polished hull in honey coloured timber. The well was painted white. The mast and boom were also timber and the sails cotton with a slightly faded Moth insignia.

We kept the boat on the beach at Cameron's Bight, Blairgowrie during the summer holidays and sailed with a friend who had a 12 foot Kitty Cat. It was possible to sail 2 up because we were young school kids and we had some exciting experiences learning to sail.



'Scudder' and friend's Kitty Cat

My brother progressed to sailing Gwen 12's and I ended up crewing on a GP 14 at Sorrento Sailing Club.

I think 'Scudder' was sold in 1967.



More information about the International Moth can be found at: <http://www.moth.asn.au/>



THE 12 FOOTERS

The 12 foot dinghy became the centre of a lot of small dinghy racing and many 12 footers were designed and developed to win events that were open to all designs within the 12 foot length and above 11 foot. Although this was a more significant type of race in NZ it was also generated a lot of participation in Australia. Boats engaging in or born out of this open competition were the NZ Q Class, Cadet, Vee Jay, Gwen 12, Port Phillip 12, Cherub, Rainbow and Kitty Cat. In the 1950s the Victorian open 12 foot Championships was a competition between the Vee Jay, Gwen, Port Phillip 12 and Moth.



Left Boats in competing in the 1960-61 Interdominion Open 12 foot Championships on Sydney Harbour.

The classes competing were the NZ Q Class, Cherubs, 12 foot Skiff, Gwen and Port Phillip 12.

The 12 foot Interdominion has always been a hotly contested racing between Australian and New Zealand sailors and boats.

Current information about the 12 foot Interdominion can be found at <http://www.sydneflyingsquadron.com.au/12-foot-skiffs/>



THE VEE JAY

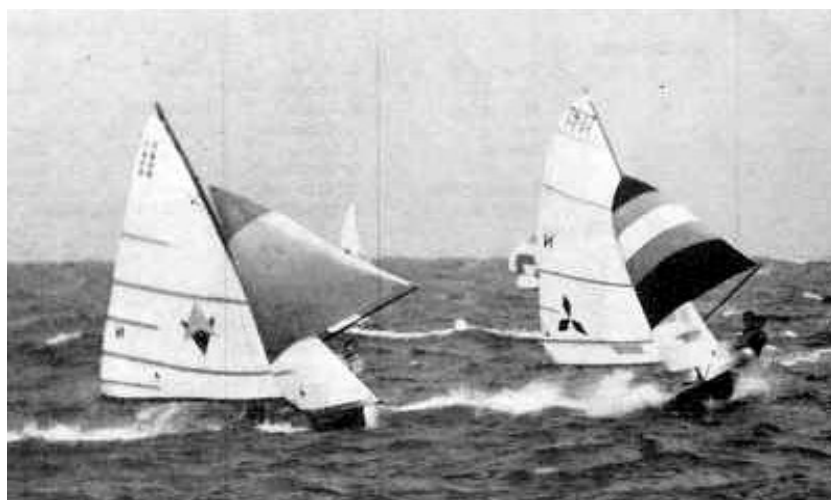
by John Fairfax



**Left The original Vee Jay
'Chum' 1931**



**Right 'Triad' John Bertrand &
Geoff Augustine – 1964.
Victoria's only Vee Jay
Champion**



Vee Jays in full flight at Chelsea Yacht Club 1963

The Vee Jay or Vaucluse Junior was designed in 1931 as a sailing boat specifically for children and teenagers. Being the time of the Great Depression, the boat was intended to provide a safe, healthy outdoor sport at a time of hardship, scarce employment and social upheaval. The simple design enabled it to be built by a father and son at home for very little cost. It was quite radical because it had a hard-chine hull which was fully decked so it could be righted after capsize and the mast was a single section with no gaff. A colour patch, or sail insignia was sewn on the mainsail and is still a characteristic of the class today. It was so successful that by the early 1950's it was the 4th largest class in the world. It was even proposed for the 1956 Olympics. The class spread to every state and was also sailed in Europe, America, Canada and Asia. By the late 1940's a swinging plank was added and in the early 1960's Vee Jays started using twin planks, which gave them great reaching speed and power upwind.

With the advent of many new classes Vee Jays started to decline in numbers and by the late 1970's they were sailed only in NSW and WA and by the late 1990's only a few fleets were still racing in NSW. However in 2011 a group of passionate ex-Vee Jay sailors started a four year modernisation process to update the Vee Jay for the 21st century, so hopefully we may see them racing in Victoria again.

Vee Jays started sailing in Victoria in 1937 but by the early 1970's they had all but died out. However the odd Vee Jay can still be seen and the inaugural Wooden Boat Festival at Inverloch had a fine example expertly sailed. It is hoped to have at least two for next season's regatta.

For further information on the class and its revival go to this fantastic website: <http://vauclusejunior.wordpress.com/>

THE PORT PHILLIP 12 - THE (UNFINISHED) STORY OF A SAILING DINGHY

by Leigh McNolty

The Port Phillip 12 Class sailing dinghy is only one boat away from oblivion.

As far as we know, the PP12 owned by the Wooden Boat Association (WBA) is the last one in existence, however it would be great to be proved wrong about this.

The Port Phillip 12 is a 12 foot, two person, sloop rigged racing dinghy with similarities to the Gwen 12. The boats were built by Mouldcraft Pty Ltd at their factory in Frankston in the 1960's.

Mouldcraft built hundreds of runabouts, cabin cruisers and fishing dinghies using moulded veneers but only 14 Port Phillip 12's were built as far as we know. The moulded veneer technique produced round bilge hulls with lines more graceful than sheet plywood. Most boats were varnished to show off the timber grain. The company went out of business long ago, unable to compete with the flood of fibreglass and aluminium boats coming onto the market.



The Port Phillip 12 at Alert Park Lake

The WBA would like to learn more about the history of the Port Phillip 12 class and discover if there are any more boats out there. We have been told that nearly all the boats were lost in a fire at the Yacht Club where they were stored and raced. Which club this was and when the fire occurred are not known to us.

The WBA's PP12 was donated to us by Adam Lawler and Justin Nix in 2009. Current WBA President Chris Kelly organised the restoration by Phillipe Patacca and Chris Ribecchi at Build Wooden Boats Pty Ltd in Preston. Chris Kelly and other WBA members put in many hours of work sanding and epoxying, while the BWB staff replaced the rotten cockpit floor. A clear finish now shows off every detail of the boat's construction and she is ready for many more years of sailing.

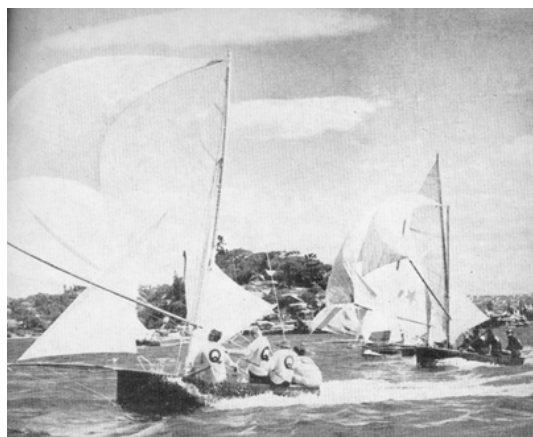
The PP12 will be among her contemporaries at the Inverloch Classic Wooden Dinghy Regatta in January 2015. It would be a thrill to see the boat sailing alongside boats of the same era such as Gwen 12's, Vee Jays and Sharpies. Meeting people who sailed these boats in their heyday and who can fill in the gaps in our knowledge would a great way to complete this restoration project.

If you know any details of the history of the Port Phillip 12 class, have photos or indeed have another boat, the WBA would be eager to hear from you. The photos attached to this article may trigger some memories. Tracing the story of the Mouldcraft company or their boats would also be interesting. Contact us through the WBA website www.woodenboat.asn.au

We look forward to sailing in the Classic Wooden Dinghy Regatta in January 2015.



OTHER 12 FOOTERS



Unrestricted 12



Cadet Dinghy

WHY IS THE CHERUB NATIONAL OPEN AWARD CALLED THE NEWHAVEN TROPHY ?

by Andrew Chapman

When Bob Parry discovered the Moth National Trophy was the Inverloch Silver Cup it awakened his interest in how that came about, but what of the Cherub National title which is the Newhaven Trophy.

In 1952 New Zealander John Spencer, incidentally born in Australia, decided to design and build a 12 footer that was capable of winning the popular open 12 foot sailing events in New Zealand. He decided to use plywood for the hull instead of planking because it was a much lighter material, easier to work with and would cost less to build. He designed a hard chinned hull with a straight stem, foredeck and buoyancy and 20 foot mast with a high aspect ratio sail. The boat proved to be very successful and a class association was formed which was the first independent class in New Zealand. That is, a class not under the sponsorship of a sailing club.

The class association developed rules for a one design boat with a fixed sail area that retained an element of flexibility in the rules so that builders could design and innovate to suit their needs. The class grew rapidly and continued with its racing successes which didn't go unnoticed by Australian and UK sailors.



Mounts Bay Sailing Club 1961 - Australia's first Cherub Fleet

By 1962-63 Cherub fleets had started up in Victoria and Queensland. In 1963-64 it was decided to hold National Championships and Newhaven on Phillip Island was chosen.



The first Cherub National at Newhaven Phillip Island 1963/64



Gordon Wright after winning the 1963/64 Australian Open, Junior and Cadet Trophies.

In 1972/73 the Australian Cherub championship held on Botany Bay was won convincingly by 14-year-old Ian Murray sailing with 15 year old Richie Brown in *'Hush Power'* - Murray's own design. Murray's Cherub designs were very successful and widely used and of course when he went on to sail 18 ft skiffs for many years he paved the way for other Cherub sailor to move to 18 footers.



Approaching the gybe mark in the 1976 Worlds

In 1961 Basil Eugene Wright of Mounts Bay sailing Club on the Swan River in WA was looking for a new class for intermediate sailors. The club sailed 16 footer and Sharpies and young sailors were sailing Pelicans and 12 foot Cadets, Vee Jays and Gwen 12's were not considered suitable for the next step. The search for a modern boat turned up the Cherub which was "the in boat" in NZ and gaining favour elsewhere. Mounts Bay club members built six boats for their kids and that was the beginning of the Australian fleet.

Initially Cherubs were sailed three up because it was difficult for young sailors to hold the boat down.

Newhaven was selected because it was central to the WA and Queensland fleets and it would enable people in SA and NSW to attend and observe. The next year the championships were held on the Swan, then Queensland, then NSW.

Newhaven Yacht Squadron Commodore Percy Fraser remarked how well teamed the Westerners were and that their boats were lighter and better set up and tuned.

The Open Championship trophy is named after the host club for the first championship-Newhaven Yacht Squadron.

The flexibility allowed in selecting a suitable hull design, setting the sheeting, rig and controls creates opportunities for a greater variety of people of different weights and sizes to sail the boat successfully. Of course the open title in most classes is usually the domain of males but interestingly the 1973/74 National Title sailed at Black Rock was won by Nicki Bethwaite in *'Slithy Tove'* with Amanda Wilmot coming second in *'Gladys Victoria'*. In 1974/75 the Open National Title at South Perth Yacht Club was again won by Nicki in *'Slithy Tove'*. Nicki Bethwaite went on to win the Open Worlds in 1976 sailing *'Nix'*. Both the girls accomplished their success sailing against around 60 male competitors.

Nicki sailed with brother and fellow Cherub sailor Julian Bethwaite who went on to design the asymmetric spinnaker and played a major role in 18 footers.

Newhaven and South Gippsland Cherubs competed against one another for about a decade after the first Nationals.

For more information about Cherub history and the class go to <http://www.cherub.org.au/about/cherub-history>

The next Cherub National Championship, the 52nd, will be at Wallaroo in SA and the Newhaven Yacht Squadron Trophy will be there for keen sailors to contest. And while you are there don't forget to go to the **Wallaroo Heritage and Nautical Museum** <http://www.nationaltrust.org.au/sa/wallaroo-heritage-and-nautical-museum> Another good place to visit over at Port Lincoln is the **Axel Stenross Maritime Museum** visit www.axelstenross.com.au which has some nice classic dinghies exhibited.



THE 14 FOOTERS

AUSTRALIAN 14FT DINGHIES

by Mark Rimington

This group of photos is quite interesting as they are taken only a few years before the demise of the "Big 14s". The Dinghies shown carried about 400 sq ft of working sail plus extras off the wind and they had 4 to 5 man crews. The Dinghies at this time were carvel construction and had side decks unlike the 12, 16 and 18 ft Skiffs of Sydney. These boats should not be confused with the English 14s as at this time they were completely different- the english type having 2 man crews and about 150sq ft working sail and a small spinnaker.

The last example of the Big 14 hull can be seen at Blairgowrie Yacht club



Left Sailing off St Kilda from left to right are Skippers Mick and Noel Brooke, to the back Ocker Hales, Bob Keeley, Bill Osborne and Hec White.

Right Mick and Noel Brooke trialling a 'Marconi' rig and gunter rigged skiffs on Port Phillip Bay. The newer sloop rigs used a lot of stays and spreaders so were termed Marconi's because the masts looked like radio towers.



A 14 footer sailing in a brisk breeze in SA



14 footers racing in SA

In the late fifties/early 60s a new type of 14ft dinghy appeared in Australia which was a hard chined ply wood boat with less sail area and a 3 man crew. The first of these was called '**Darkie**' and was designed by a WA yachtsman Syd Coarser. This boat was the start of the modern 14s and they then progressed to 2 man crews and then twin trapeze and an eventual amalgamation with the International 14s in the 1990s.



Left By the 60s the hulls were made from plywood which was both lighter and allowed cheaper construction. Crews at that stage were down to three.

For more information go to <http://www.international14wa.com/history.html> and <http://www.skiffs.org.au/history>

Other 14 foot dinghies include the John Spencer's Javelin, Manley Graduate and North Shore 14. South Gippsland Yacht Club was one of the first clubs to sail Javelins.



THE SKATE

by John Fairfax



Left The Original Skate – 1956

Right 'Vengeance' - The First Victorian National Skate Champion - Ollie Manfield & Peter Bainbridge 1973/4



A Skate in action showing the huge leverage of the "10 Footer"

At the inaugural Inverloch Classic Wooden Dinghy Regatta there was a boat with a peculiar fixture that attracted a lot of attention. The boat was '*La Tache*', a Skate class dinghy and 1975/76 Australian Champion and the talking point was its 10 ft. plank for the crew.

The Skate was designed in 1956 as a boat for Vee Jay sailors who had physically outgrown the Jays. Like the Vee Jay it is fully decked and has twin planks. In 1971 the hull was redesigned and widened slightly and recently the rig has been altered to a larger, higher aspect ratio sail plan with an asymmetrical mast-head kite.

The Skate is a speed machine and not a boat for the faint-hearted. It loves open water and big breezes and has fleets on Botany Bay, Lake Macquarie and the Swan River. Skates sailed at Chelsea on Port Phillip Bay from the late 1960's until the early 1980's. Recently a fleet has been established in South Australia. It was Skate sailors from WA who first put wings on 18 Foot Skiffs.

For more information visit these websites: <http://skatesailingaustralia.org/> and <http://www.skate.asn.au/> with action at <http://www.youtube.com/watch?v=JjWrZaxyIYM>

16 FOOTERS

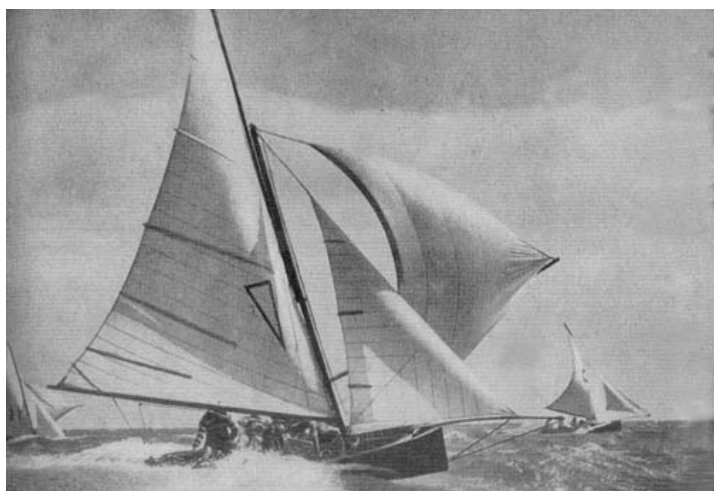
The first 16 foot sailing club was formed in 1901 and over time has remained one of the larger most competitive classes in NSW and Queensland.

The original 16ft skiffs were built along the lines of the "Waterman's" rowing skiff which was noted for its stability and ease of propulsion. A number of design changes have taken place over the years, always with the view of producing a faster boat. Clinker planked construction gave way to carvel and in 1926 the "no heel" boat was introduced. New adhesives developed in the 1940's made plywood construction practical and shortly afterward diagonally planked "moulded" timber construction was introduced. This method had enormous weight benefits and led to a minimum weight limit being adopted. The cotton sails that were carefully tended in the pre 50's

The approval of trapeze for swinging out was introduced in the late 1950's and altered the manning of skiffs in such a way that three crew hands of average weight could balance and sail a skiff in almost all weathers and a three man crew was ultimately approved in 1986 (previously the minimum allowed was four).

As with most other sophisticated racing craft, cost has become an ever increasing burden on the boat owner. During the 1995-96 and 1996-97 seasons an evolution in both hull and sail configurations was attempted to address the high cost of entering the Class. A fixed hull design was introduced along with asymmetrical spinnakers on fixed poles.

The 16 footer class has been far more popular and successful in Brisbane, on Lake Macquarie, Sydney Harbour and Botany Bay than in Victoria and there have only been a small number of 16 footers in Victoria at any one time. In 1947 a number were purchased and/or built and in 1947 a Victorian state association was formed and a state championship was organised by sailors in Sandringham and Brighton. In 1949 a selected Victorian boat sailed in the National titles on Botany Bay against 2 boats from WA, eight from each of NSW and Queensland.



Left 'Sparkler'
owned by G. Spackman is one of Royal Brighton Yacht Club's 16 footer fleet. Skiffs revel in conditions like this and speeds of over 20 Knots were recorded.



Right By 1961 the 16 footer had become a faster lightweight machine with a smaller sail area carrying a crew of four.



In NSW and Queensland early model wooden skiffs have been restored and they are now raced competitively. These websites and youtube links illustrate the revival of classic skiff racing.

Racing the Historic 10 footers

<http://nswtens.weebly.com/>
<http://www.youtube.com/watch?v=Q85BIrIWSHA>

Racing the Historic 18 footers

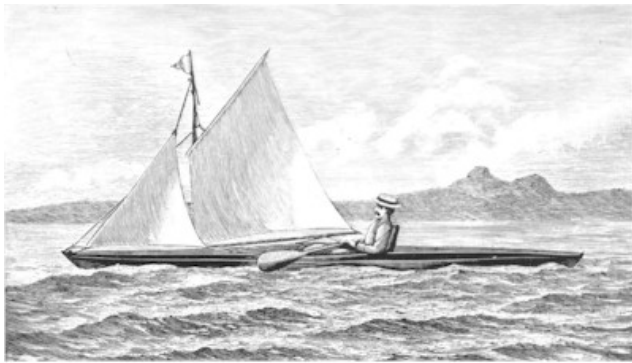
<http://www.sydneflyingsquadron.com.au/historical-skiffs/>
<http://www.youtube.com/watch?v=jlkhVMd6cbE>



SAILING CANOES

INTERNATIONAL CANOE

It is difficult to identify when canoe sailing commenced but it became common activity in the mid 19th Century. The most notable being John MacGregor sailing his small sloop rig with a lug mainsail canoe 'Rob Roy'.



MacGregor founded the Canoe Club in 1866, which became the Royal Canoe Club in 1874 and the Club instituted an annual competition for the Paddling Challenge Cup and in 1875 the Sailing Challenge Cup. The American Canoe Association was formed in the US in 1880, based at Lake George in New York State. From the late 1880s pure racing sailcraft started to be built with multiple rigs, lower freeboard, smaller cockpits and the like which couldn't practically be used for the cruising expeditions.

Left John MacGregor's 'Rob Roy'

For more information on the history of the International Canoe go to <http://www.intcanoe.org/ichistory1850.php>



PAYNE MORTLOCK CANOE

The Payne Mortlock Canoe is a two person racing dinghy with jib, mainsail and spinnaker. Alan Payne and Bruce Mortlock commenced designing a boat in 1938 and by 1946 they completed the first vessel- '*Willy's Canoe*'. Hobson's Bay Yacht Club was the first Victorian yacht club to sail the canoe and by the 1950s it was sailed at the Brighton Seacliff Yacht Club in SA .



Payne Mortlock Canoe sailing in SA

More information is at <http://www.bsyc.com.au/seniorsailing/classes/PayneMortlockSailingCanoe.aspx> and videos can be watched at <http://www.youtube.com/watch?v=4pZDFd5bW3A> and <http://www.youtube.com/watch?v=gWoHG1yCoWQ>



ELWOOD SEAHORSE

Elwood was originally called the Sea Canoe Club and sailed open Canadian canoes on the Bay so being able to swim 200 yards was essential. To improve the canoe's seaworthiness canvas decks were added. In 1934 to enjoy sailing more than swimming the club introduced the Sea Horse, a one design class, and changed its name to Elwood Sailing Club. In 1947 they had 26 canoes and numbers were growing.



The Elwood Sailing Canoe – there is now only one remaining

More information can be found at <http://burnham.net.au/the-elwood-seahorse/>

THE JACK HOLT BOATS

Jack Holt, an English designer designed a number of easy to build plywood boats that became popular in Australia throughout the 60s and 70s. These included the Heron, Mirror, Pacer, Miracle, GP 14, Enterprise, international Cadet, Lazy E and Solo. By the late 1970s more than 50,000 Mirrors had been registered in Australia and more Herons had been built in Australia than any other dinghy. Although the large fleet numbers at clubs are a thing of the past the Heron and Mirror remain well supported classes in Australia. Although they were English classes they provided an introduction to sailing for many families around Australia.

Information on Jack Holt and his achievements as a dingy designer can be found at <http://www.mysailing.com.au/news/this-year-is-the-100th-anniversary-of-boat-designer-jack-holt> and [http://en.wikipedia.org/wiki/Jack_Holt_\(dinghy_designer\)](http://en.wikipedia.org/wiki/Jack_Holt_(dinghy_designer))



THE HERON

by Arthur Moule



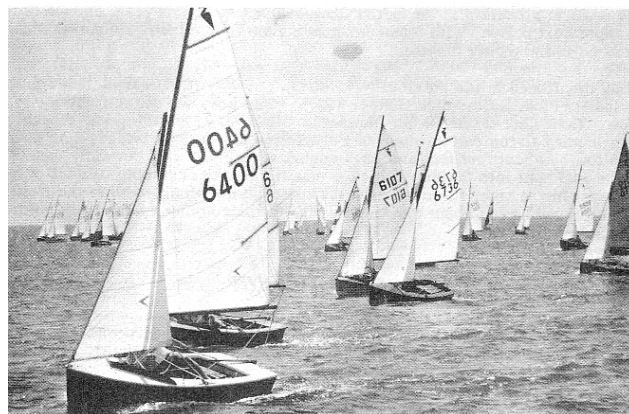
The Heron class started in the 50s and gained ground as a boat that was sailed by parents with their children. The boat was easy to build transport rig and sail. They were sailed on the open sea and on inland waters and regattas were as much a sailing event as family holiday experiences with friends.

Left Heron fleet on the beach Port Phillip Bay.

NSW formed the first State association in 1960 and held the first Nationals Championship in the same year with and other States forming associations formed in the mid 60s. It was not unusual for Heron regattas to attract up 100 boats and some Heron regattas were sailed with Mirrors and Brighton had more than 100 Herons registered within the one club.



The 10th National Championships 1969 Woollara, NSW



SA State Championships Largs Bay, SA 1968/69

In the late 60s the ABC ran a television program “How to Build a Heron” which created a lot of interest and a great number of boats were built by home builders, yacht club schemes and professional builders. Builders got enjoyable woodwork experience, great pleasure in the building and pride in the finished boat. Many of these boats ended up in sheds when family members went in different directions but the bond from parents sailing with their kids and challenging the elements in a small dinghy was, and still is, character building and an experience that is possible for any who wish to try it. You won’t regret it.

Information about the Heron can be found at <http://www.héronsailing.com.au/> and <http://www.youtube.com/watch?v=DY-QxGJNkTo>

Information about the Mirror can be found at <https://sites.google.com/site/mirrorclassaustralia/> and <http://www.youtube.com/watch?v=SmwIjsIIHoE>

THE INTERNATIONAL 12 SQUARE METRE

by Stephen Fankhauser

Participants and attendees at this year's Classic Timber Dinghy regatta at Inverloch would have seen our recently restored International 12 Square Metre '*Cheyenne*', commonly known as a Heavyweight Sharpie.



12 Sq M fleet sailing off Glenelg SA

So what came before the Lightweight Sharpie? To those who remember the Melbourne Olympics in 1956 you will know the answer is the International 12 Square Metre. The International 12 Square Metre was designed in 1931 by the Kroger Brothers. It is still being sailed competitively in the UK, Holland, Germany, and Portugal and the reference to 12 Square Metre is the sail area. The design was introduced into South Australia in 1933 and quickly spread to other states. A detailed history of the class adoption and development in Australia by Doug Hogg can be found at www.sharpies.org.uk/index.php/the-sharpie/australian-sharpies/history-of-the-sharpie-by-doug-hogg

Interestingly the Australian boats quickly started to develop from their European counterparts. This included the introduction of fully battened sails, a flat reaching spinnaker and a balloon running spinnaker, an increase in the crew from two to three being the skipper, the main hand and forward hand, bailing pump systems (they often leak!), venturies, and eventually a trapeze for the forward hand.

By 1958/59 the big change arrived in the replacement of the solid timber hull planks with plywood and the gaff rig with a Bermuda rig. The Australian Lightweight Sharpie was born, which spelt the demise for the now known "Heavyweight Sharpies". According to folklore many a yacht club barbeque was fuelled by a superseded heavyweight sharpie.

Fifty years on and with the benefit of modern sail cloth and sail shape we are now discovering that these old Heavyweights are exciting boats to sail. The high aspect gaff rig enables the boat to point high and fast and having the same hull shape as a 'Lightweight' they feel very similar to sail. We are realising why Bob Millar, as he was known then, was inspired by the hull shape of these boats when he designed his modern 18 foot skiff '*Taipan*'. If you are lucky enough to strike up a conversation with an old sailor in their late seventies or eighties who sailed these sharpies you see their eyes light up and you are taken to another era.

So where can you see one of these boats? Given the significant role they have played in Australian sailing you will see examples proudly exhibited at both the Western Australian and South Australian maritime museums. Examples exist on display in some yacht clubs, such as Mordialloc Sailing Club, and of course a few examples survive in peoples sheds. A growing number are appearing on the water as the shed relics are now being sought after to restore and sail such as we have done.

Just last year the first 12 square metre built in Australia '*Comet*' underwent restoration. www.sharpies.org.uk/index.php/the-sharpie/australian-sharpies/the-comet-project



SOME REFLECTIONS ON THE CLASSIC RACING DINGHY ERA

by Frank Raisin

From the Golden Sixties, half a century ago now, I have an abiding image of all the grass along the bank covered with white Dacron. Boats, with fresh varnish and paintwork, and crafted like fine furniture, gleamed in the sun, bright stainless fittings highlighted. The water beyond was a magic carpet of blue.

It was a great time to be alive!

But consider what we had just emerged from – a Depression and two World Wars. After that came the understandable drive to build the good life

I remember as an eleven year old being introduced to sailing, sitting on wooden forms outside the shabby painted clubhouse, several (monstrous!) 16' Skiffs drawn up, along with some tired Trainee dinghies, and on an historical note – the first Sabot race in Queensland was won by a girl! – and I was her crew.

Ah! Those were the days it's all different now, isn't it?

Technology has moved on. The humble “butter-box” Moth now whizzes around a metre (what happened to good old feet and inches?) in the air. Society too has changed. With the atomization of the family, and kids living in “virtual” reality nobody much gets to build and sail ‘em like we used to.

Or do they?

I see a new trend emerging. Instead of the frantic competitive scramble around the buoys for an hour or so, multi-day events are popping up whereby an interesting motley collection of small craft embark on adventures of some distance – styled a “challenge” or a “Raid”. (Search “Watertribe” or “Duckworks”)

We certainly should preserve the fine artifacts from an era of building and optimism but I see a new style of dinghy being built in their dozens and hundreds. Individuals are seeking escape – to cruise and contemplate. Designers like the quirky Bolger, the aesthetic Oughtred and the practical Welsford are supplanting Jack Holt and Ian Proctor.

As we honour the past, I think we can recognize the future in the context of history and enjoy the timeless pleasure of messing about in small boats.



The description of classic wooden dinghies and discussion about their contribution to sailing will be an ongoing story. We look to contributions in our next newsletter but more importantly, participation in the next Classic Wooden Dinghy Regatta.



SOUTH GIPPSLAND YACHT CLUB VICE COMMODORE



Planning for the 2015 Regatta is well underway for the Australia Day Weekend-24, 25 and 26 January. The Inverloch Classic Wooden Dinghy Committee is holding regular meetings with support from members of the South Gippsland Yacht Club and the local Inverloch Community. We are looking forward to another successful regatta as well as a successful weekend. Plans are in place to advertise the weekend and regatta through many publications and SGYC website and Facebook Page.

We would like to invite you to bring along your classic wooden dinghy to sail in the regatta and be part of the social get together.

Allan Driver Vice Commodore SGYC



MERCHANDISE

JANUARY 2014 CLASSIC WOODEN DINGHY REGATTA DVD

Drift Media sponsored the excellent DVD of the 2014 Classic Wooden Dinghy Regatta. The DVD of the is available at \$30.00 per copy or by direct purchase from Drift Media at \$30.00 per copy plus postage or by downloading using this link at \$20.00 per copy.

Here's the web link to the DVD information- <http://driftmedia.com.au/2014/02/03/inverloch-classic-wooden-dinghy-regatta/>

Michael Green michael.green@driftmedia.com.au

PO Box 487, INVERLOCH VIC 3996

REGATTA POLO SHIRTS

Alex Scott and Staff, BJS Insurance and Yachtmaster sponsored the wonderful poloshirts for the first Regatta. There are still some Regatta polo shirts and caps remaining these are available through the yacht club at \$45.00 per set.

POSTERS

There are still some Regatta poster sets available that can be purchased from the Inverloch Newsagency, Inverloch Surf Shop, Southern Bazaar or through the South Gippsland Yacht Club. Posters are retailed at \$100 for the set of four. Individual posters are also available at \$30.00 each contact Andrew at Ph 0356741266.

Money from the sale of merchandise goes toward the cost of running the Classic Wooden Dinghy Regatta.



INVERLOCH CLASSIC WOODEN DINGHY REGATTA PARTNERS

The Inverloch & District Lions Club, Rotary Club of Inverloch, Inverloch Historical Society, Alex Scott & Staff, Marion Chapman-Artist, RACV Resort Inverloch, Bendigo Community Bank, Bass Coast Shire Council, BJS Insurance Brokers, Yachtmaster Sailing School, UK Halsey, Drift Media, Club Marine, Marine Timbers, Ian Simmonds Solicitor, AFI Branding, Guilio Marcolongo-Wood Carver, Southern Bazaar, PurpleX, Burke Marine, Inverloch Newsagency, Serious Surf Stuff, Inverloch Recreation Reserve Committee, Inverloch Kongwak Football & Netball Club.



CLASSIC WOODEN DINGHY SUBCOMMITTEE

Members include:

Ian Jones	Commodore
Allan Driver	Vice Commodore
Wayne Smith	Committee member
Tim Wilson	Committee member
Dianne Grimmond	Committee member
Andrew Chapman	member
Marion Chapman	member
Dennis Ginn	Alex Scott & Staff
Neil Everitt	Inverloch and District Lions Club
Terry Grace	Inverloch and District Rotary Club
Leo Lubranski	

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