

Mid Year Newsletter August 2017



The Inverloch Classic Wooden Dinghy Regatta

The Inverloch Classic Wooden Dinghy Regatta is about displaying classic wooden sailing dinghies both on and off the water, many of which were once common but are now becoming rare. By focusing on the beauty of the wood crafting, rigging and history of these boats it is hoped people will appreciate them more fully and participate in their restoration and conservation. Over the Australia Day Weekend the Regatta also highlights aspects of Inverloch's unique seaside history.

And

Moth 90th Celebration - Cavalcade of Moths

In 1928 Len Morris launched Olive, a single sail 11 foot long dinghy, which became the Inverloch 11 footer, then the Moth and eventually the International Moth. In 2018 Inverloch will be celebrating the 90th anniversary of the Moth and also the contribution Len Morris made to sailing.

This occasion is relevant to all Moths, owners and their skippers so we welcome all makes, types regardless of the method of construction and materials to participate in the Australia Day Regatta weekend.

**Australia Day Weekend January 2018
Friday 26th, Saturday 27th and Sunday 28th**

South Gippsl and Yacht Club Commodore

The Classic Wooden Dinghy Regatta at Inverloch is on again in 2018. This year it will be held over the three days of the Australia Day long weekend and if it follows the trend so far, we are expecting it to be the biggest event yet.



South Gippsland Yacht Club is proud of the Regatta which has developed from an idea by club members Andrew and Marion Chapman and Wayne Smith just a few years ago, into the internationally known event of today. This success can be attributed in part to the amazing venue of Inverloch and Anderson Inlet which allows easy access to the beach, sheltered waters and a natural arena that enables spectators to watch the sailing from up close. The main reasons for the success however, are twofold. Firstly there is the hard work by the sub-committee, club members and community groups along with the support of local businesses and the Bass Coast Shire Council to provide an engaging program each year. Of course, secondly, there would not be an event without the enthusiasm of wooden dinghy owners who build or restore classic vessels and often travel considerable distances to meet and sail against like-minded enthusiasts.

Among the new entrants in 2017 were some beautiful clinker built craft and also generating considerable interest, was the fleet of wooden Sailfish whose skippers seemed to be quite a competitive bunch when it came to racing. Jack Carol is a co-designer of the Sailfish and it was great to have him in attendance offering advice and generally talking about boats to anyone and everyone.

Each year we try to enhance the sailing program through the involvement of groups with connections to sailing or to the history of Inverloch. In 2017 vintage planes organised by Michael Malone flew along the inlet in recognition of Captain Roberts and his gypsy moth which operated from the beach in 1932. A static display was also added in the basketball stadium at the rear of the town hall which featured model boats and planes, classic motorbikes, restored and partially restored dinghies and a collection of historical photos of Inverloch and the surrounding area. In this way it is hoped that the public will engage with the Regatta and increasingly make it into a broader Inverloch event.



How do we top that? As it happens 2018 is the 90th anniversary of the development of the Inverloch 11 footer which went on to become the International Moth. We are highlighting this class with a “Cavalcade of Moths” which will hopefully include all of the variants up to the modern-day foiling Moth. While modern vessels don’t normally qualify, on this special celebratory occasion it will be great to be able to see the progression of the class at this one-off event. We hope to see the first moth “Olive” and the original Inverloch Cup on display. Of course the other classes won’t be neglected and we hope to see the beach well covered in historic and classic dinghies of all types.



It is my great privilege to be able to invite all classic wooden dinghy owners to our 2018 Regatta. Those of you who have attended in the past know that you can expect a warm welcome and a great weekend.

We will be sending out more details in December but in the meantime secure your accommodation which can be supplied by our sponsors listed at the end of the newsletter.



Rob McNair Commodore

South Gippsl and Yacht Club

Eligibility of Boats for the 2018 Regatta

Inverloch Classic Wooden Dinghy Regatta



To be eligible for the entry into the Inverloch Classic Wooden Dinghy Regatta the boat must have a wooden hull, structure and decks. Spars may be aluminium but cannot be of composite synthetic materials. Sails can be as recent as Dacron but cannot be of Mylar, Kevlar, Spectra or other synthetic and composite materials.

Cavalcade of Moths



Because this part of the overall regatta is to celebrate Len Morris and the beginnings of the Moth in Inverloch we would like to see as much of its evolution as possible.

To be eligible for entry into the Cavalcade of Moths the boat must be a Moth but can be of any era, any design and of any materials.

Any person can enter a boat which is eligible in either category by completing the registration form and paying the registration fee.

Basketball Stadium Display



People wishing to exhibit traditional build model wooden boats and planes and historic items need to register an interest.

We also welcome boats and models that are a “work in progress” which can be part of the indoor display in the basketball stadium.

More details will be sent out in December when the regatta planning work is completed.

Outline of Activities over the Weekend

Briefly, the event will include:

- o A Social Sail up Anderson Inlet and to an Australia Day barbeque/picnic on Point Smyth.
- o Display of classic and historic wooden dinghies.
- o Displays of Moths, from earliest to modern, on and off the water over the three days.
- o Invitation race, the Regatta Race and the Cavalcade of Moths.
- o Display of traditional build model boats and planes, dinghies and historic items in the basketball stadium over the weekend.
- o Lunches will be catered for at the Yacht Club and the Regatta Dinner will be held at the Bowling Club.
- o We also hope to see classic aircraft flying over the regatta again.

For family members not sailing there are a range of other holiday activities around Inverloch,

Wooden Dinghy Regatta Awards

Awards are given for boats and for sailing.

Wooden Dinghies

The Inverloch Rotary Club Category Awards are:-

- Best Sailing Dinghy in Original Condition
- Best Presented Sailing Dinghy
- Best Presented Sailing Boat and
- Best Moth in Original or Restored Condition

Overall Boat Awards are:-

- 'People Choice' Awards - winner and runner ups
- and
- The Inverloch and District Lions Club Perpetual Trophy for Best Boat Overall

Sailing

The sailing awards are as follows:-

- The Regatta Race Awards
- The Classic Wooden Gwen 12 Challenge Award
- The Classic Wooden Sailfish Challenge Award
- The Inverloch Rotary Club Award for Best Junior Crew sailing at the Regatta

Cavalcade of Moths

The Moth Challenge Awards in various Categories for boats and sailing

There will be additional prizes in all categories from our sponsors.

Past Regatta Videos



For those who have not been to an Inverloch Classic Dinghy Regatta and would like to know what it is like you can watch videos of previous regattas at: <https://vimeo.com/channels/sgyc>

Classic Wooden Dinghy Stories

The Sandridge Sharpie, conceived by the Port Melbourne Yacht Club in 1938, is an early hard chined dingy that paved the way for the new generation of lighter off-the-beach dinghies like the Gwen 12 and Rainbow. Sandy Bay Yacht Club in Tasmania was founded on the Sandridge Sharpie and in the following article Tasmanian Peter Read tells the story in some detail.

Also included are two articles by Bob Parry about Len Morris and other early Moth sailors.

A start-of sorts; Sandridge Sharpies

By Peter Read

Hobartians in 1948 were no strangers to Australian Championships (defined as Championships with boats from three or more States competing). 12 ft Cadet Dinghies had conducted their first Interstate Championship on the Derwent as early as 1924 with Tasmanian dinghies racing some from NSW. 1925 saw the Forster Cup (The Australian Championship for 21 ft Skiffs) sailed here. 1937 saw the Australian (Heavyweight) Sharpies sail their Nationals on the Derwent with 17 entries, some from Queensland, Victoria and South Australia. In 1948 the Australian Championship for 12 ft Cadet Dinghies, the Stonehaven Cup, was sailed here. The Royal Yacht Club of Tasmania (RYCT) conducted all these events.



A prerequisite for successful one-design racing at that level is a critical mass of local boats; one just needs that competition, cooperation and coaching to fine-tune boats, sails and crewing necessary to succeed; especially in the days before sailing magazines and “How to Sail” books. With encouragement from the Port Melbourne Yacht Club (PMYC), Sandridge Sharpies looked the best bet for this “critical mass”, with two racing, one under construction and two more planned by Hobart Technical School (HTS).

The Sandridge Sharpie had an extremely simple specification by 2017 standards. PMYC supplied the following:

“Specification for Sandridge Sharpies - 5th April 1939

RESTRICTIONS 12 FT CLASS OF SHARPIES.

Frames

Minimum of 6 frames equally spaced.

Dimension of Hull

Hull. must not exceed 12 ft overall.

Load Waterline. Be not less than 11 ft 6.

Beam. Not less than 4ft & not more than 4 ft 6.

Chine to gunwale. Minimum. 12 inches Max 15 inches. at top of Stringers, Amidships.

Planking - ¼ inch Minimum.

Hulls - Must be Angle Bilge with Chines.

Plates - To be of Steel 3/16 inch thick.

Bulkheads - Must have 2 Buoyancy Tanks of about 1 ½ cubic feet capacity each.

Mast & Boom - Hollow or solid Mast & Boom optional.

Bow Sprit - Must be removable.

Sail Plan - Mainsail & jib not to exceed 105 sqft.

Spinnaker Boom to be limited to 8 ft Length of Foot of

Spinnaker not more than 12 ft from Clew to Tack.

Ballast - Dead weight ballast must not be carried.”

In 1948 quality coaching was available with the RYCT’s Ken Gourlay giving Sessions on Rules and sailing tips and Neall Batt, then Australia’s premier helm with multiple Forster and Albert Cup wins to his credit, conducting Sessions and on-the-water coaching, actually sailing in a Sandridge Sharpie himself.

On 22nd December 1949 “The Mercury” reported that Barney Steven’s ‘*Aqueus*’ would be Tasmania’s Representative at the Australian Championship for Sandridge Sharpies (The Gilbey Cup) to be held on Port Phillip by the PMYC in February 1950. Twin brothers Denis and Ken Baker would crew. Money had been raised by issuing 500 tins to Club members and their friends in September 1949 and asking them each to contribute 3 pence per week. The Club also ran a Club Dance at Athol Salter’s Hall, then in front of the Beach House Hotel in Lower Sandy Bay, and wrote letters to different businesses and sponsors.



'*Aqueus*' had been selected following several Selection races ("Test Races" in the vernacular of the day) involving the three Sharpies then on the Derwent, '*Aqueus*', '*Tech 1*' and John Contencin's '*Mystic*'. The boat and crew would be flown to Melbourne by Trans Australian Airlines (TAA; a Federal Government Airline established in 1946, then building its clientele by such sponsorships. TAA was sold to QANTAS in 1986). Neall Batt had coached the crew. The report also mentioned that "they will leave a-week early for intensive training and coaching under Port Phillip conditions" and "amongst new gear being made especially for the occasion is a hollow mast and a nylon spinnaker".

The Cup would be decided over three races, one of a windward and return course of 6 nautical miles (12km) and two of windward and return courses of 9 nautical miles (18 km). Clubs with representatives in the Championship were Port Melbourne, Sorrento, North Road, Frankston, Royal Brighton, and Albert Park Yacht Clubs.

Barney Stevens and the Baker twins, sailing '*Aqueus*', finished 4th in that 1950 Championship.

The Australian Sandridge Sharpie Championship was awarded to SBDC for 1951. HTS had launched its second boat in 1949 and built its third in 1950. John Contencin had launched '*Mystic*' in 1949 and two others, '*Melody*' sailed by B. Moss and '*Elaine*' sailed by G. Moss appear in the Race records. Alec Steven, having built one, overseen the building of three more by HTS and learnt a thing or two, built a much lighter Sharpie, '*Tarni*', which won the first heat, followed by two seconds and finished Runner up to '*Fury*', sailed by Ron Young of PMYC with one second and two firsts. '*Mystic*' had one girl crew for this Championship, Denise Gayton of Claremont sailing mainhand.

By 1951-52 there were eight Sandridge Sharpies on the Sandy Bay Dinghy Club's register; '*Mystic*' owned by John Contencin, '*Tech 1*', '*Tech 2*' and '*Tech 3*' owned by HTS, '*Tarni*' owned by Barney Steven, '*Aqueus*' now owned by D. Hutchins, '*Skeeta*' owned by T. Fletcher and '*Elaine*' owned by G. Kemp.

In December 1952 HTS did conduct a School Regatta; the first school regatta held in Tasmania. Sailed under SBDC Rules on the Club's normal course, 16 boats started, two of which were the schools own Sandridge Sharpies.

By 1952-53 only four Sandridge Sharpies remained, now sailing in the Open Dinghy Class, and the last, '*Melody*', competed in December 1953.

Peter Read
Sandy Bay Sailing Club
Tasmania

Stories of the Moth

By Bob Parry

Notes on the Moth (reprinted from 2013 newsletter)

I started researching the Inverloch Yacht Club and Moth history in 1993 when I attended the Moth National titles in Lauderdale, Tasmania. I discovered that Jack Newey 1932/33 was the first name on the National trophy (which is the original Inverloch silver cup). I started interviewing Jack in 1993 and much of the following was learnt.

Len Morris designed and built '*Olive*' the first Inverloch 11foot class dinghy at Darnham near Warragul where the Morris family dairies had a depot for collecting milk. The dinghy had to be no wider than four feet so it would fit in the trailer. It had to be unsinkable and had holes around the centreboard case to drain the cockpit. The first sail was made by Radin a sailmaker in Flinders Street, Melbourne. The second sail was made by Ratsey & Laphorne, England, sailmakers to the King. He got this sail before his second dinghy '*Flutterby*' was built. Sails were a light canvas, cotton Japara.

The first mast was solid spruce. The second mast was taller about 21feet hollow timber, much lighter.

There were three mast step positions and three sets of matching chain plates. The first centreboard was solid steel, pivoted on a bolt with a mechanism to lock it in position. It was enameled and they used graphite to help slide it.

William Gidney, coal mine manager of Wonthaggi copied '*Olive*' but his dinghy '*Whoopie*' was much heavier. This dinghy was built by William and his son Arthur. Luckily for our moth history Arthur purchased a photographic business in McBride Avenue, Wonthaggi, and this is where most of the old photos came from. Thanks to Graeme and Helen Gidney for the copies of these photos.

Len Morris then built '*Flutterby*' and sold '*Olive*' to the Newey family. Now there were three dinghies.

Mr Arnold Phillip Newey a school teacher from Melbourne founded the Elwood Life Saving Club where three members of his family are life members. He was also Secretary of the Royal Life Saving Association of Victoria from 1910 to 1932. In 1924 Arnold and his wife Margaret purchased a house in Hopetoun Street, Inverloch, on the beach side on the crest of the hill with a palm tree in the front yard. The house was named “JAJOBEBOWI” from his five childrens names. Jack, Joy, Betty, Bob and Winson.

They did not own a car so it was a big annual event packing up for seven people and getting a carrier to pick them up and take them to the station for a train trip to Wonthaggi. Mr Cuttriss picked them up delivered them to Inverloch. Mr Cuttriss was the Secretary for the Inverloch Aquatic Sports in 1928 and Mr Newey became involved and organised the running, swimming and sailing events each January. Mr Newey became the first Commodore of the Inverloch Yacht Club. Described as a tall man with a thunderous voice he was a great organiser and respected by all. He died suddenly in 1934 at the age of 46.

Jack Newey recalls that one night working by the light of kerosene lanterns (pre electricity) his mother, Mrs Morris and Mrs Gidney sat around the kitchen table cutting out moth shapes and sowing them by hand onto their sails, this would have been in late 1933. This was the start of the “Moth Class” formerly the “Inverloch 11Foot Class”.

The Lake Boga, Yarrawonga and Albury Clubs all formed because of the moth class.

More on Inverloch's Moth (Reprinted from 2014 Newsletter)

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

William gained a first class diploma as a mining engineer at Durham University. At the age of 21 he became a keen yachtsman and was a member of the Royal Northumberland Club and in 1906 won the Northumberland Yacht Club race, becoming the very honoured holder of the silver cup. He met and married on board his yacht and spent the first few weeks of his married life sailing round the English coast.

He came to Australia in 1910 and was one of the pioneers of the State Coal Mine at Wonthaggi becoming manager of No.18 and Dudley Shafts, which position he held for 34 years when he retired through ill health. He was the holder of the Royal Humane Society's medal and certificate for risking his life in rescue work at the Wonthaggi mine. Gidney built a two storey holiday house at Inverloch which was right on the beach (where Hutchins 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.



This is the first Moth ever built called Olive. It currently resides hanging up inside the doorway of Albert Park Yacht Club in Victoria,



View from Gidneys house to jetty.

The shed on right was the clubhouse

Later Len Morris sailed at Port Melbourne Yacht club where he continued to build the class and in 1956 was the yacht club's President.

More articles about the Moth History

International Moth Class Association <http://www.moth-sailing.org/history/>

Wikipedia [https://en.wikipedia.org/wiki/Moth_\(dinghy\)](https://en.wikipedia.org/wiki/Moth_(dinghy))

Sailcraft Blog <https://sailcraftblog.wordpress.com/>



Len Morris **Source Bob Parry**



The 2018 International Moth World Championships at Lake Garda, Italy this July provides up-o-date information on the ever evolving class.

Interview 1: <https://www.youtube.com/watch?v=bYypwOGjam4>

Interview 2: <https://www.youtube.com/watch?v=C1N8G46xmRI>

Heat 1: <https://www.youtube.com/watch?v=UYXxr9r0KbM>

Regatta Business and Individual Supporters



Terry Hall
Inverloch and District Lions Club
L.J. Hooker
Boat Books
Big 4 Caravan Park
Foodworks



Serious Surf Stuff
Inverloch Quality Meats
Inverloch Pharmacy
Hotondo
Lewis Stone Real Estate



Inverloch Central Motor Inn
Motel on A'Beckett
Rod Bending
Earth Art Studios
Inverloch Fish and Chips
Slice of Paradise

For More Information

Follow the Inverloch Classic Wooden Dinghy Regatta on Facebook

Articles about the Regatta appear in the online magazine Mysailing

The Classic Dinghy Network website provides details of classic dinghies and upcoming events.

The USA website "earwigoagin" contains articles about classic Australian Dinghies and the Inverloch Classic Wooden Dinghy Regatta

