

THE HAVEN

NEWSLETTER OF THE ST KILDA BOAT CLUB INC.

DECEMBER 2004

*Merry
Christmas*



FISHING COMPETITION 19TH DECEMBER – GREAT PRIZES
DETAILS PAGE 3

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EDITORIAL

First up, Seasons Greetings and best wishes to all from the Commodore, the Committee and yours truly. Yes it's that time of the year again. Enjoy the festive season. May the weather be kind to sailors and fishermen alike.

4 coming events – Shell Beach Xmas BBQ on Saturday 11th December followed by a race at 11 o'clock on Sunday 12th. Xmas drinks and a BBQ at the Club on Friday 17th (starts at 6 p.m.), and the Fishing Competition on Sunday 19th. Finally the Cruise to Port Wakefield on the January Long Weekend (register your interest with Sailing Rep. David Bassett.

Ray H.

NEW MEMBERS

2 new members have joined us this month. They are:
Robert Colquhoun (Full member, dry mooring). Robert owns the clinker hulled Kestrel trailer sailer.

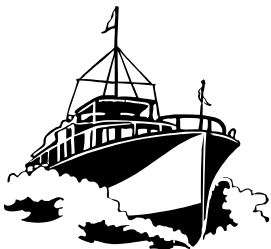
Kevin William Barwick (Full member, Ramp user). Kevin has a 4.55 metre Quintrex.

Please make these new members welcome to the Club.

NEW ENTRY FOR SOCIAL RAMP USERS

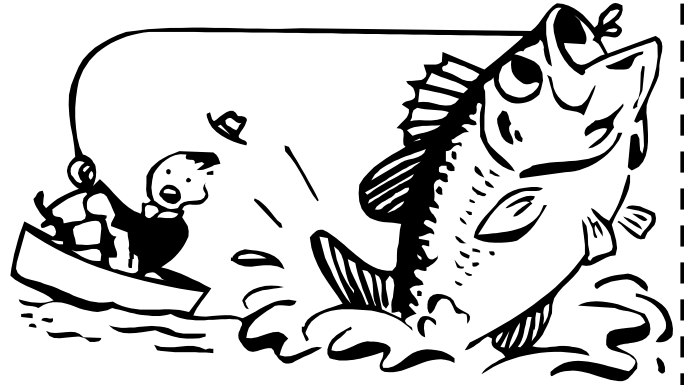
Because of problems associated with accessing the compound from the Western Gate, Social Members (Ramp Users) will be permitted to use the main gate opposite Salt Street, with effect from 15th December.

POWERBOAT NEWS



Thanks to those who attended the club on the evening of the 5th. November to listen to Wally and Kym. Many thanks to Angie and Chris who put on an excellent supper. Good to see some new members and their families attend. Looking forward to the next function on the 19th. December, the Fishing Competition. The weigh-in will be at 4 p.m. No frozen fish please. The weigh-in will be followed by a sausage sizzle, so come along and join in. Until then, safe boating.

Your rep. Dean Charlesworth.



ST KILDA BOAT CLUB Inc

Members Only

FISHING COMPETITION

Sunday 19th December 2004

START TIME 7 a.m.

WEIGH-IN AT 4 p.m. Followed by a SAUSAGE SIZZLE.

Registration forms available at the Clubrooms – you must be registered to win any of the great prizes. One prize only per boat.

PRIZES (Courtesy of Sportfishing Scene) as follows:

Biggest King George – Silstar Reel

Biggest Snook – Sea Rock Lure and Hook Holder

Biggest Snapper – Knife and Octopus Ring

Biggest Gar – Okuma Reel

Biggest Flathead – Lures, Vibrex and Minnow 3/16

Biggest Bream – Scaler and Neptune/ Kokidda Lure

Biggest Salmon – Super Catch Lure and Minnow 5/16 Lure

MYSTERY JUNIOR PRIZES

ALL FISH MUST BE OF LEGAL SIZE

JUDGES DECISION WILL BE FINAL

FEES

Members paying fees by instalments should note that the FINAL instalment is due on December 1st. As we have some expensive insurance premiums to pay in the near future, your early payment of fees would be appreciated.

MOORING MASTER

Our MOORING MASTER, Mike Gent, will be absent from 9th December until 15th January. Members seeking assistance should contact one of the Committee Members.

GET KNOTTED

If you were not there, then you missed an informative and entertaining presentation of knots and knotting by Wally White on Friday 12th November. Thanks Wally!

The Joys of Power Boating

(More words of wisdom from the Commodore)

The Haven has sometimes been criticised for its bias towards sailing.

Recently, thanks to our powerboat representative, Dean Charlesworth, we had a successful, informative and entertaining evening at the club with the focus on fishing and outboard motors. This month we will hold a fishing competition day, again thanks to Dean.

The St Kilda Boat Club is not a sailing club and I am pleased to see that we are beginning to offer organised activities for all of our members even those that don't carry a stick and rag.

In keeping with this theme I would like to offer some observations from a power boatie's perspective.

I learned to appreciate the world of power boating on the River Murray. As a life-long sailor I must confess to having once held a stereotypical view of power boaties.

Many times I have raptured over the early morning Murray with its light mists, with its majestic red gums reflected in a mirrored surface rippled ever so gently into a widening V behind a stately pelican while here and there can be seen the concentric evidence of surfacing fish. How often has this idyllic scene been shattered by the sudden roar of an un-silenced V8 and the whooping cry of the feral skier? Fish disappear and Mr. Percival, in an undignified flurry of fuss and feathers, is lucky to escape with his life. The delightful sizzle of bacon and eggs is drowned out as its glorious aroma is replaced by sulphurous monoxide fumes. Trevor, Darryl, Doreen and Shazza have taken to the river in the "Tranquillity Assassin" and will continue to roar, shriek, stink and erode until the sun sets or (please!) they run out of fuel or into a reed bed.

Similarly I have been washed up onto the rocks in the St Kilda Channel as Trevor and Company rush to be the first to crack a tinnie at their favourite fishing spot or to be the first back to the boat ramp to crack a tinnie and wonder why they didn't catch any fish.

I now realise that these people are a small hoon minority and in no way represent the typical power boatie. Most powerboat operators are just as sensitive to other boaties and to the environment as I am.

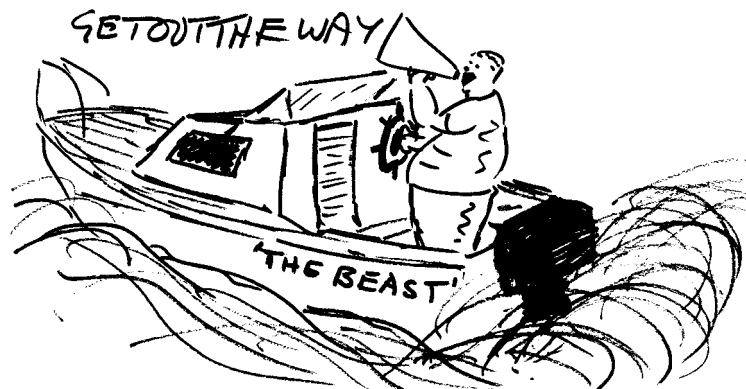
I came to this conclusion a couple of years ago when on a River Ramble in a mate's 6 metre powerboat with a 140HP outboard engine (How am I going to pull start this thing?). The daily routine of the other Ramblers was to get up at the crack of dawn, queue up for the ablutions then pack their gear into their boats and putt-putt up the river at the designated fleet speed (a sedate 4 knots). Sandwiches en-route was the best they could hope for and, with luck, they would arrive before the sunset at the next destination and jostle for position among the moored boats like penguins in a rookery.

Our routine was to sleep until noon, have a leisurely B & B (Berocca and Brunch) at the pub, take an unhurried shower in the now deserted facilities and make our regal way down to THE BEAST. This is the life! I soon learned the joys of power boating and insisted upon taking the helm. The drill was to get out into the river (now devoid of ramblers) and to utter the catch cry made famous by that Great Aussie Traveller, Russell Coight. "There is only one way to enjoy the peaceful tranquillity of great

outdoors and that's FLAT OUT". With this phrase ringing in our ears the throttle would be rammed open and THE BEAST would leap into the air with a frightening roar, scattering waterfowl in all directions and tumbling crew members and unsecured stores to the deck.

Knots aren't what you tie in ropes on a sissy sailboat. They are what you can't get enough of in THE BEAST. "Won't this throttle go any further forward? Damn your eyes crewman, check for slack in that throttle cable I need warp 5 man! Who cares about shoals, we aren't touching the water anyway. Jettison some loading or you'll be over the side yourself. HA! HAH!"

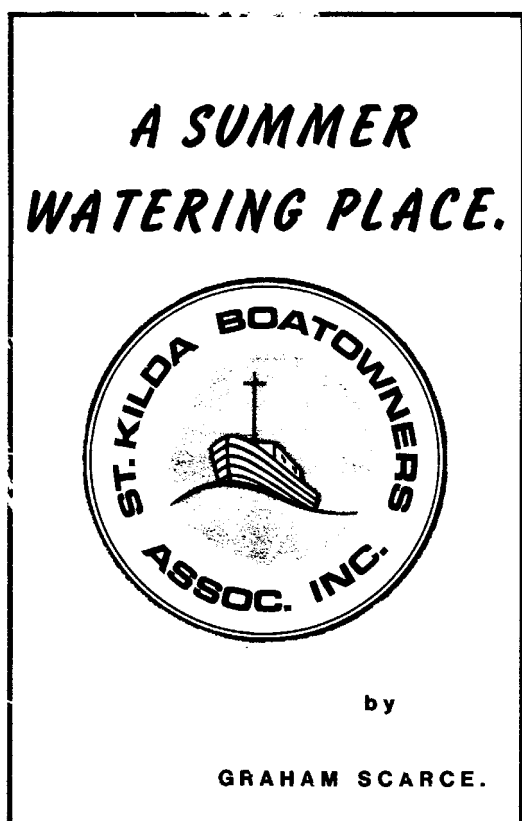
"What's that up ahead? Some of the fleet? Useless plodders! Sound that air horn. GET OUT OF THE WAY SLOWCOACH.



Yeah same to you moron! Ha! He's gone over in someone's wake! No we haven't got time to stop. One of these plonkers will help him out, they seem to have all the time in the world. Pass me another beer, we've got to lighten this boat somehow."

After being forced to weave in and out and around dozens of selfish putt-putters, thoughtless house-boaters and dozy trailer sailors we finally gain clear water again. All too soon our destination appears up ahead. We're the first ones here again with the pick of the prime mooring locations but I can't stop now. "Let's go on to the next stop and wait for the fleet there or maybe the next stop after that. What do mean we're out of fuel? I put \$300.00 worth in this morning! Damn and blast! It's not fair!"

I now see the boating world in its true light. There are those who clutter our waterways in fussy little craft so slow that they should be marked on marine charts and then there are the true monarchs of the sea, the inboard/outboard/stern drive, prop or jet Princes of Power. Unfortunately I don't own a really powerful boat of my own but if anyone out there needs a responsible helmsman for anything with 200 hp+, then I am your man.



In the previous issue, Chapter 3 (Part 1) provided details of the early history of the Club. This month . . .

3. ASSOCIATION CONTROLLED WATERWAYS. (Part 2)

In July 1965, a letter was sent to the Australian Glass Manufacturing Co. requesting a portion of their lease south of the creek. It was envisaged that a deeper and more substantial mooring basin would be required over that of a "broad creek" type of boat haven, but it was not until March of 1966 that approval was received.

Work progressed slowly on the new ramp and the hard standing area, and the Association received a financial boost in the form of a \$100 grant from the boating industry in January 1966 to assist with the completion of these areas. As it became apparent that some form of boating organisation was developing the creek,

members of the general public became interested, and membership began to grow, but this placed a strain on the available mooring space. The answer proved to be a dragline which excavated No.1 basin to 257 feet, and at the same time widened the creek in the vicinity of the boat-ramp. Mooring poles were driven and the concept of a marina evolved. This necessitated the introduction of a set of rules for the mooring of boats, and so Rick Bolton drew up a set based on those applying to the Royal Perth Yacht Squadron, but modified to suit the St. Kilda situation.

The ramp soon proved to be inadequate and by mid 1966 work had commenced on widening and straightening it. Later in the year, on the weekend of October 15 and 16, visitors to St. Kilda would have been treated to a strange sight, one which would have left them in awe and doubting the sanity of the men in the creek. At the controls of a hired 57 H.P. diesel launch stood Ross Goodrich, slowly but ever so carefully motoring downstream towing a rack of harrows and ploughs. In this way the bottom was completely cut up so that a waiting group of members, their power boats lashed together, could apply full power and churn up the loose mud and sand so that it was carried downstream and out to sea on a falling tide.

One of the major problems associated with the excavation work, and one, which both the Council as well as the Association will always have, is the black ooze that

forms a sub strata level under the entire area. It extends as far east as Bolivar, and like a glacier it is slowly and continuously moving westward. The effect of this drift can be seen in the silting of the No.1 basin and to a lesser extent the channel and No.2 basin. In the main channel it has "oozed" up from below the limestone substructure when the layer was removed during excavation work in-the channel.

By February 1969, a decision was made to excavate another basin, No.2, to cater for the requirement for new moorings. It was envisaged that the excavation work would be staggered over a 4 year period and that the water depth would have to be 2 feet deeper than that existing in the No.1 basin for 3 reasons:-

1 When the Council opened up the main channel, the bulk of water in the creek drained rapidly on a falling tide which resulted in a dramatic lowering of the water depth in Association controlled waterways.

2. New members were introducing larger and deeper draft vessels into the club, and these, along with those members who had re-equipped with larger vessels, demanded more manoeuvring room as well as the deeper water.

3. To compound the problem, weed and sludge from the mangroves and Samphire Swamp continuously washed into the No.1 basin, and to prevent this from happening to the new basin it would be necessary to build an embankment on the southern and western side.

Unfortunately to deepen the basin and creek, it would be necessary to remove the limestone sub-structure. Heavy steel balls were dropped, home-made pile-drivers were used, harrows and ploughs were tried, backhoes and bucket scoops scraped and slid across the limestone surface, all without success. Finally in desperate frustration, small holes were punched through the limestone and dynamite was inserted, and then detonated. This dangerous task was undertaken by a member who was a qualified Powder Monkey, and under his guidance the strategically placed charges shattered the limestone, which enabled it to be removed in large slabs. Consequent to this action, the waterways were deepened to 2 feet below the Outer Harbour Low Water Datum.

Larger trailer boats, and the increased usage of the ramp, necessitated the ramp being rebuilt to a width of 31 feet and a reduced gradient of 1 in 9. It was also decided to move the ramp further from the creek, to start some 16 feet from the channel, thus allowing more manoeuvring room in front of the ramp. Brambles were commissioned to undertake the work and they completed the task in November of 1972.

As the membership grew, some members adopted the self-centred attitude of objecting to participating in the upkeep and further development of the club and its

facilities. This lethargic attitude still plagues the club today, but at the monthly general meeting on February 25, 1973, an absurd situation occurred when there were insufficient trailer boat members present to vote on the proposed concreting of the ramp, even though these same members had been most vocal on deeming the work essential. It was not until October that the work was carried out, just in time for the first Sailpast, which was held on Saturday 15, 1973.

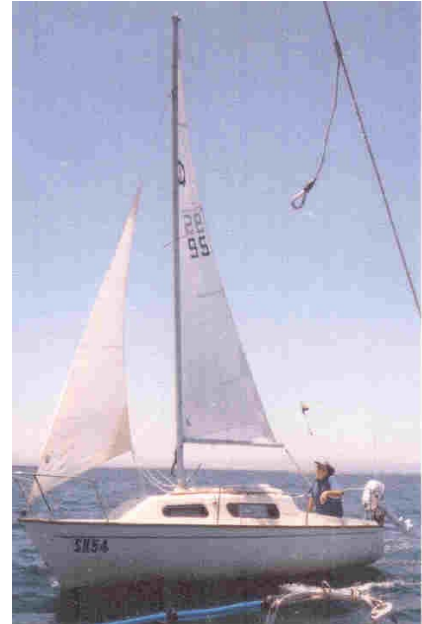
Even though it had been proposed to excavate the No.2 basin in early 1969, nothing had eventuated, but the problem with lack of suitable mooring space resulted in a long waiting list by 1973, which proved to be a barrier to new members who wished to join the club. The Council was again approached for permission to commence work, but by this time the Coastal Protection Board were flexing their muscles and both the Council and Association ran into problems when trying to remove a few mangroves from the proposed site.

It was not until late 1974 that a dragline was employed to commence the excavation work. At this stage there were 50 moorings in the channel and No.1 basin, all allocated. Once the new basin had been excavated, it was proposed that work commence immediately on the slipway and repair sheds. By March 1975, excavation work on the slipway at the northern end of No. 1 basin was well under way, but further work was terminated when it was determined that other work projects had a higher priority.

With the completion of the No.2 basin in 1975, phase 1 of the major works program for the marina was completed, and energies were channelled into other minor works around the club, such as the mooring poles which were proving to be inadequate with the larger boats. As the smaller and older poles rusted out they were replaced by larger and longer ones, poles that were more suitable to the task expected of them. Major problems with silting in No.1 basin reached an unacceptable stage when the floorings along Fooks Terrace became unusable in 1982, thereby forcing a decision to erect a permanent sheet piling wall along Fooks Terrace before excavating the No. 1 basin to the same depth as the rest of the waterway. Work on the sheet piling is expected to be finished by early 1985 with a slipway and more sheet piling for the northern wall of the basin planned to follow on.

Future stages of development work on the marina involve the excavation of No.1 basin to the same length as the No.2 basin, the removal of "Seagull Island", and the installation of floating walkways. At the southern end of the extended marina it is proposed to install a slipway with the yacht cradle on train tracks. A comprehensive workshop and tool shed would complement the slipping area.

TRAILERABLE YACHT FOR SALE. "INVESTIGATOR 563"



DESCRIPTION

Length 5.63 mtr. (18ft. 6 inches). Fibreglass shoal draft swing keel yacht.
Aluminium mast and boom with stainless steel rigging.
Stainless steel pulpit, pushpit, stanchions and life lines.
Jib furling headsail and roller furling main sail on boom. 1 Mainsail and 2 head sails.
Pop top cabin and sliding main entrance hatch and forward hatch
4 berth complete with bunk cushions.
Anchor well in bow. 2 x large cockpit lockers.
5 H.P. long shaft outboard motor, engine spares and tool kit. Transom mounted outboard motor bracket.
10 litre fuel tank. 5 litre fuel can.
Hot dipped galvanised single axle trailer with hydraulic brakes. Bearing buddies on both wheel axles.

EQUIPMENT LIST

Anchor, chain and anchor rope. Sum log. Distance and speed. 27 meg. Marine radio.
Emergency Position Indicating Radio Beacon. Cockpit compass. Hand Bearing compass.
2 paddles. 3 life jackets. 4 fenders. Flares. Navigation charts. Navigation equipment.
Orange safety sheet. Rigging tools.

Yacht purchased new on 10/01/1978. It has been kept under cover since new and housed at Para Hills. The yacht is for sale for \$10,000.00. Please contact Pauline on 0882640669.

The "Investigator" is in very good condition and ready to sail away. The only equipment requiring replacing are the two trailer tyres. All other equipment is in very good condition.

FOR YOUR DIARY

DECEMBER

3RD - SAILING GROUP

8TH - COMMITTEE MEETING

11TH - SHELL BEACH XMAS BBQ

12TH - RACE AT 11 O'CLOCK

17TH - XMAS DRINKS AND BBQ

**(BRING YOUR OWN STEAK / CHOPS /
SALAD - SAUSAGE, ONIONS AND
BREAD PROVIDED)**

19TH - FISHING COMPETITION

JANUARY

**LONG WEEKEND - CRUISE TO PORT
WAKEFIELD.**

Committee and Office Bearers 2004 – 2005

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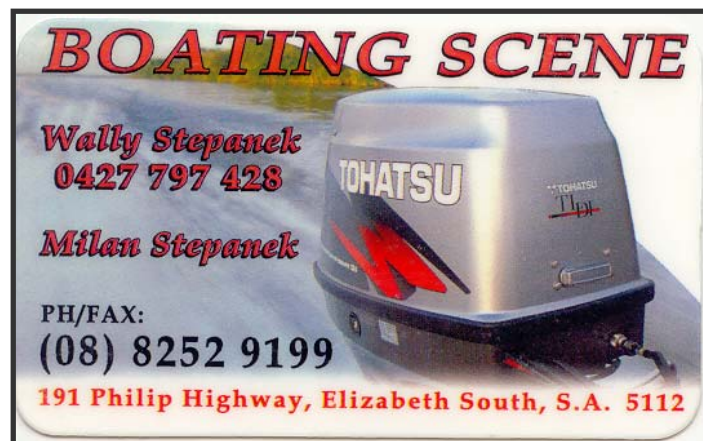
Articles, submissions or comments for the Haven may be posted to:

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Or E-mail to rayhardy@optusnet.com.au

Please include your name and address.

Articles may be published without identifying the author if required, but submissions are published at the editor's discretion and may be edited.



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