

Paynesville Maritime Museum



Directory of Paynesville Boat Builders and Wooden Boats

Prepared by Bruce Reynolds and Peter Stokes

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Figure 1: Paynesville Slip Yards. An early view of one of the three the small boat slipways, circa first half of twentieth century?

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The Gippsland Lakes has a rich Maritime History.

Paynesville was at first established as a fishing station in 1878 but a Marine Industry quickly developed as both ships and boats were built there.

In 1881, the steamer the Tambo, only the second steamer to ever be built on the Lakes, was built in Paynesville by Captain Archie McAlpine for the Lake's trade. She was launched to great excitement on Thursday the 18th July 1882. In 1888, after building the steamer *Ariel* and the schooner Orbost, Sylvius Eriksen, established the Paynesville Slip Yards. There he built the well-known steamer the 'J.C.D' for Mr. J. C. Dahlsen. Peter Tierney later acquired the yards and in 1908 constructed the S.S. Gippsland, the largest vessel ever built on the Gippsland Lakes. Built again for the Dahlsen family, she was capable of carrying 450 passengers.

The Paynesville Slip Yard has continued to operate for over one hundred years as a Government Slip Yard that today is managed by Gippsland Ports. It remains amongst the biggest and busiest in Victoria.

During this period literally hundreds of wooden boats have been built, not just at the slip yards but in the sheds and gardens of the township, by fisherman, so that they or members of their family could go fishing and earn a living.

This is a list of but a few of these. It was initially commenced in 2010 by Bruce Reynolds & Peter Stokes for the Paynesville Maritime Museum and remains an ongoing and open ended project. It is hoped that this list will grow into a valuable historical resource. It seeks not just to record some of the many wooden boats built in Paynesville but importantly the boat builders themselves and their remarkable stories of achievement, and their skill, craftsmanship and resourcefulness. The pioneers who settled on the shores of the Gippsland Lakes at first used the pristine expanses of the waterways to earn their living and most wooden boats built in Paynesville were fishing craft. However boats were also built for leisure, to go sailing and cruising. Examples of these remarkable and *Unique* wooden craft that have been built in Paynesville & surrounding district in the nineteenth and twentieth centuries have been included.

Many boats have already been lost, but some have been lovingly restored and are once again treasured by their owners.

This document is an attempt to record particular boats that we know existed or indeed still exist, and where ever possible detail of the men who built them.

The work is ongoing and contributions from members and the public are invited.

The Lakes Fishing Boat.

With the completion of the Sale to Oakleigh railway in 1878 there was an influx of fishermen and fishing boats on the Gippsland Lakes. Fishing boats were brought from Port Albert. Western Port Bay and fishing centres on Port Phillip Bay at *Queenscliff*, Frankston, Geelong and Mordialloc.

In later years, some Paynesville fishermen had boats built in Williamstown at Blunts and White's shipyards. Local boat builders built and modified boats for the Lakes fishermen and some fishermen but their own boats.

The dimensions of these round bilge boats were important in order that they had a maximum draft of 1 foot 6 inches fully laden. This enabled the vessels to fish on shallow sand banks.

Hull depth amidships nominally 2 foot 6 inches, giving a freeboard of about 1 foot amidships, hull lengths varied from 20 — 28 feet, with most being 22 —24 feet.

Some fishermen would only have transom sterned (square) boats whilst others chose double-enders.

Prior to 1900, all the boats were sailing boats with a pivoting centreplate in a capped centre case dividing the boat near the mast for about four to five feet, with a thwart amidships that was fastened to the centre case. A stern thwart was positioned before the stern coaming. There were removable half bulkheads between the centre case and the sides of the hull and these formed areas to store fish.

Before the introduction of the perambulator hood being adopted the masts was stepped on the keel inside the coaming approximately 6 feet from the stem. Depending on the length of the foredeck, the foredeck provided the fishermen with a sheltered place to sleep.

Rowlock cleats were positioned just at of the chainplates and nearer the stern offering two rowing positons. Motorboats had only the aft set of rowlock cleats.

Following the adoption of the folding hood the mast was moved forward of the coaming and pivoted in a tabernacle (mast box) above deck level.

The working standing rig was technically a standing lug with a loose footed yard simply rigged to that the whole rig could be lowered and stowed on the deck by one man. Bruce Reynold's family referred to it as a French Lug Rig.

Hulls were initially clinker (lap strake) planked, then later seam batten carvel with some clinker top planks and eventually carvel planked from about 1918.

Planking was nominally ½ inch thick throughout this transition. Rib spacing was between 6 — 8 inches for ½ by 1¼ inch steam bent ribs.

Keels were 8 — 9 inches wide by 3 — 3 inches thick and were rebated for the garboard planks..

Hull shapes varied. Boat builders often built from scale half models and some modified their hulls to their client's wishes.

Marine engines became available in the early 1900s but as cars aged and were wrecked, cheap car engines replaced the more expensive marine engines in the 1940s and 1950s. Chevrolet, Ford, Grey, Darracq, Austin, Morris Cowley and Rugby were some of the engines often used.

The last purpose built fishing boat was built by Geoff Wilson for Dick Sharp in 1966. It was subsequently used as a mould for a fibreglass boat.



Figure 2: Paynesville Fishing Boats, circa 1946.

1. The *Louisa* by Mr. James Stirling for G. H. Smith.

The *Louisa* was built for local fisherman Mr. G. H. Smith by a Mr. Stirling in a shed behind the Paynesville Hotel, in November 1882. Although it is unlikely that the *Louisa* was the first boat ever built in Paynesville, this is the earliest record we currently have of boat building activity. Importantly it happens to record the construction of the first vessel that we now know as the Paynesville Fishing Boat.

“To those who take an interest in boats and boat sailing, I would recommend an inspection of a new boat just launched here. I allude to a new fishing boat just completed by Mr. Stirling to the order of

Mr. G. H. Smith, one of our fishermen. She has been built and fitted out in a shed at the rear of the Paynesville hotel, where, during the past month, her completion has been eagerly watched, alike by professional and amateur boatmen, and now that she is afloat we can claim the honour of having in our midst undoubtedly the finest and most complete boat afloat on colonial waters. She has been built upon a model entirely new, being carver built, double-planked, and the whole of her planking and timbers consist of Huon pine, which long experience has taught resists the attack of worms and other injurious effects produced by water more effectively than any other timber adapted for boat building, her mountings all consist of brass, but it is not only in the workmanship and material that she so far excels other boats but in her model and style of build. She measures on the keel 23 feet. 6 inches, and overall 24 feet; has a beam of 7 feet 10 inches, and a depth of 2 feet 2 inches, and, therefore, as far as actual size goes may be regarded as a small boat, but still from her build -being very fine in the bows, and having her greatest beam very far aft instead of forward, as in the generality of boats - she has more accommodation in the part most required by a fishing boat than most of the other boats of double her size. Of her speed and safety I can speak from personal experience, having been aboard during her trial trip, in which she acted nobly. The material, building and fitting out of the boat cost slightly over £95, a very high price for a fishing boat, but one in which the money has been well laid out, and which will, I hope, pay good interest on the outlay, for all who know Mr. Smith wish him every hearty good luck with his new boat, the Louisa “.¹



Figure 3: The Paynesville Hotel, circa 1886. Mr. James Stirling's shed is clearly visible behind.

OUR PAYNESVILLE LETTER.
 (FROM OUR OWN CORRESPONDENT.)
 Wednesday, August 31.
 What will be a novelty on the lakes in boat-building will be launched on Saturday next. Mr R. Duncan has built to the order of Mr F Wood, of the Pier Hotel, an improved estermarine. It is 22ft long by 8ft 6in beam, well fitted throughout, and will comfortably accommodate twenty adults. She looks a fast sailer, and will be as safe as a house. She is intended for excursions on the lakes, and no doubt when known will be well patronised.

Figure 4: The Bairnsdale Advertiser and Tambo and Omeo Chronicle, 1st September, 1892.

¹ Our Paynesville Letter, The Bairnsdale Advertiser and Tambo and Omeo Chronicle, Thursday 16th November, 1882.

2. The Hyman Brothers for Messrs. Robinson and Son.

The *Unique*, was a smart yacht like clipper of about 15 tons, purpose built on Raymond Island as a deep sea fishing boat by Hymans, formerly of Williamstown, for the Messrs. Robinson and Son of Paynesville. She had knees of colonial hardwood and her Kauri Pine clinker hull was fastened throughout with copper. The vessel was forty six foot long overall and forty foot at the waterline with fifteen foot of beam and a draft of six feet. The well for holding the fish was twelve feet long and eight feet wide with a depth of four feet. A pipe led from the bow into the well and through a series of valves the inflow of water could be regulated. Two other pipes led aft to allow surplus water to return to the sea. It was estimated that the well could hold ten tons of fish and in addition, the *Unique* had room on her deck for approximately 110 fish baskets.²

3. The *Rita*.

Built by an unknown builder, approximately where Victoria Street and the Esplanade meet today but before Victoria Street was even formed. It is estimated by Robert Harry Reynolds to have been built in 1887. He remembered that at the time of her construction, the land surrounding the *Rita* was in the process of being subdivided.

Robert Langford carried out Paynesville's third land subdivision, creating King, Victoria, Wellington, Raymond and Mitchell Streets as well as Langford Parade. The first land sale took place in August 1886 and on that occasion all but eight of 53 one quarter and one half acre blocks that fronted the Esplanade and Langford Parade quickly sold.

The following July, in 188, the monster Jubilee Land Sale took place and a further 96 allotments were released bounded by Wellington, Raymond, King and other streets.

The *Rita* was built on stationary rods and without moulds, like a Scandinavian boat, being planked on battens with clinker top planks. The planks were laid out, and props are used to push it here and there to make the right curve. She possibly had a centre mould. She is 24 foot long and her carrying capacity is known. Bruce Reynolds' father Cedric once caught 25 boxes of fish while Sconny Ray caught 69 in the *Rita*. She brought them all the way to Paynesville from Lake Wellington with very little freeboard. The boxes weighed 60 pounds or 27 kilos each, or almost two tons, plus on board were nets and other gear.

Today she is possibly the oldest Paynesville built boat still afloat.

² The Traralgon Record, Friday 23rd May 1890



Figure 5: The *Rita* in Chinaman's Creek Metung. Photos by Bruce Reynolds 2004.



4. Ted Robinson.

Edward John Robinson was born in Paynesville in 1886.



Ted was first and foremost a fisherman who also built boats. He lived and built boats on the south-west corner of Langford Parade and King Street.

Ted built his first boat in 1918 and his last boat the “*Hooker*” in 1956

Ted had four sons. Alf ‘Paddy’ Robinson the local butcher, Ned a farmer at Nicholson, Jim who worked for the P. W. D and Bill who was a fisherman.

Ted Robinson built at least 12 twenty-two to twenty-four foot Paynesville Fishing Boats, many of the much smaller eighteen foot seine boats and modified and repaired countless other boats.

Edward John Robinson was the ninth of ten children born to Thomas & Ellen Robinson (nee Garlick). Thomas and Ellen were married in 1865. Tommy Robinson was amongst the first group of fisherman that came to fish the Gippsland Lakes in 1878. Tommy and Ellen were from the Geelong fishery and their first four or five children of a family of ten, were born on the Bellarine Peninsula, at Indented Head and Portarlington.

Thomas & Ellen Robinson lived on Government Hill³ in Paynesville at what is today Number 13 Newlands Drive; owning the property outright by May 1887, after leasing it from the Government from 1881. Thomas Robinson’s father, also Thomas Robinson also lived in Paynesville. He passed away in Paynesville in 1893 aged 81. It is likely that by this time the family were living on Raymond Island.

Thomas ‘Tommy’ Robinson was the owner of the *Unique*.

a) The *Slum*

James Hugh Robinson was Ted’s elder brother. He was born in Portarlington in 1872 and died in Paynesville in 1935. He was known in Paynesville as ‘Squid’ or Jim Robinson. . Jim married Florence Agnes Bolleman in 1896. In 1903 he is listed on the electoral roll as a resident of Raymond Island.

Squid Robinson’s boat ‘The *Slum*’ was clinker planked and built by an unknown Paynesville boat builder. The images below depict what the PMM believe to be Squid Robinson’s fishing boat. Her construction indicates that she was built as a sailing boat, before motors and pre-dates 1900. This makes ‘The *Slum*’ one of the oldest boats on our register known to be still in existence.

³ Government Hill – An old term used to refer to the first land subdivision. The first sixteen crown allotments on the Lake side of Newlands Drive.



Figure 6: The ‘*Slum*’ SG 223 Squid Robinson’s boat. Photos by Peter Stokes and Bruce Reynolds.



Figure 7: The *Slum*, circa 1900 on the shores of McMillan Straits, Raymond Island and approximately opposite Adam Wilson’s house. The ‘*Slum*’ is on the left hand side. Photo from PMM collection.

b) *Resolute* by Ted Robinson for Bill Kraft. Circa 1918.

The *Resolute* was Ted Robinson’s first boat built for Bill ‘Butcher’ Kraft. It is claimed that the boat was built in 11 weeks. Robert Harry Reynold’s worked as Ted’s assistant and in 1919 used the same moulds to build the *Chance*.

Max Kraft, Bill ‘Butcher’ Kraft his son recalled that the boats original registration was DL 05.

However, according to the official program for the Paynesville Regatta for 1930, she was called the

.....
1.45.—Fishermen's Motor Boat Race.

About 4 miles. 1st £3, 2nd £1.

C. Ray's "Tar and Nails"	scr.
F. Robinson's "Rita"	3½ min.
S. Robinson's "Bessie"	4 min.
W. Robinson's "Ellen"	4 min.
A. Wilson's "Slum"	4 min.
W. Krafft's "Result"	4½ min.
R. Wilson's "Medora"	5 min.

Result rather than the *Resolute*!



Figure 8: The *Resolute*, circa Paynesville. Photo by Bruce Reynolds.

c) The *Swallow*, circa 1946 by Ted Robinson.

The *Swallow* was built for his son, Paynesville butcher, Alf 'Paddy' Robinson. In recent times the *Swallow* has been modified by James Frecheville.

The *Swallow* (HJ 765) is berthed in the Paynesville Marina at GLYC.



Figure 9: The *Swallow*, GLYC Photo by Peter Stokes, 2010.



Figure 10: The *Swallow*, King Street, Paynesville, 1946 prior to launch. Photo from the Jeanette Felstead (nee Robinson) collection, PMM.



Figure 11: The launch of the *Swallow* off the beach near Whitely's Jetty Newland's Backwater in 1946. Photo from the Jeanette Felstead (nee Robinson) collection, PMM.



Figure 12: A new generation of Robinson's set sail in the *Swallow* from Whitely's Jetty Newland's Backwater. Ted Robinson is bending over. Photo from the Jeanette Felstead (nee Robinson) collection, PMM.

d) *PW 814* by Ted Robinson, circa mid 1930's for Charlie 'Bart' Klemtz.

Ted Robinson built a boat for each of the three Klemtz brothers, Charlie, Oscar and Albert. *PW 814* was built for Charlie "Bart" Klemtz and is now moored under the old Raymond Island Ferry cafe in Lakes Entrance.



Figure 13: *PW 814* moored under the old Raymond Island Ferry Cafe in Lakes Entrance, 2010. Photo by Peter Stokes



Figure 14: Launching of the boat Ted Robinson built Oscar Klemtz, the *Bluebird* at Whitely's Jetty, Newlands backwater. Photo Jeanette Felstead collection PMM.



Figure 15: Thought to be the launching of the boat Ted Robinson built for Oscar Klemtz, the *Bluebird*. Photo Jeanette Felstead collection PMM.



Figure 16: Oscar Klemtz with *Bluebird*. Builder Ted Robinson in foreground. Circa 1938. Klemtz collection PMM.



Figure 17: Oscar Klemtz's *Bluebird*, circa 1938. McMillan Straits. Jeanette Felstead Collection.

e) The *Rigby* by Ted Robertson for Jim Wells.

Now a hire boat with Riverina Nautic.



Photographed in 2010 by Peter Stokes.

f) The *Louise* built by Ted Robinson for Arthur Jordan.
Fished out of many years by Lindsay Wilson.

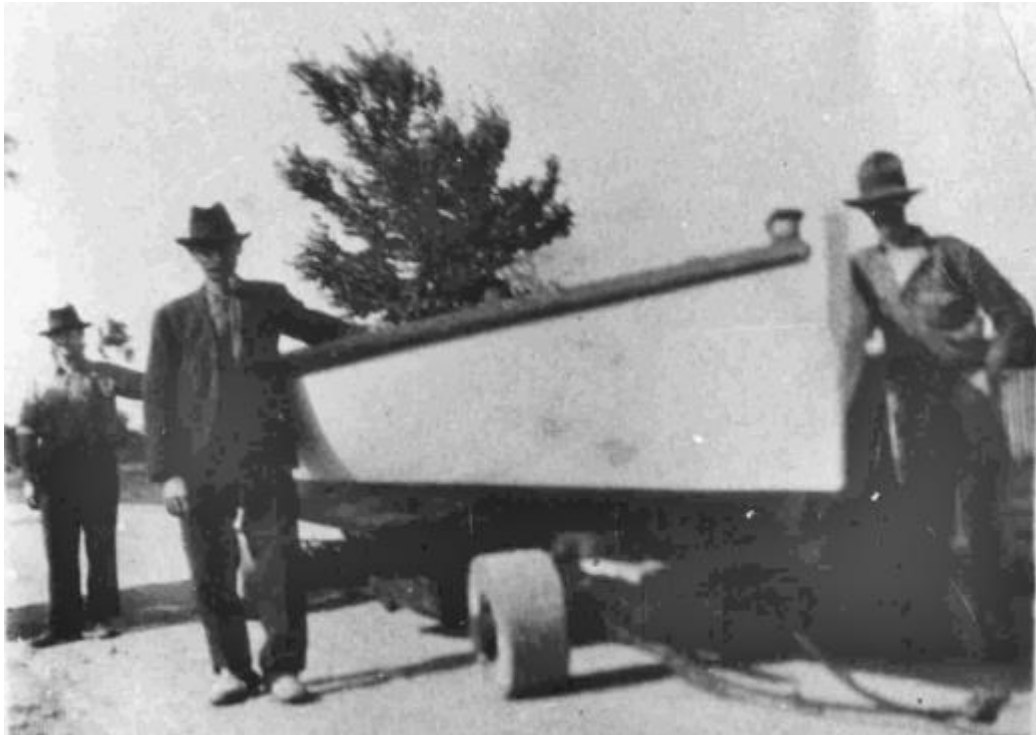


Figure 18: Left to Right: Boat builder Edward John Robinson of Paynesville (1886 – 1957), Alf Jordan, Francis William (Sam) Robinson, (1901 – 1941). Photo Bryan James Collection PMM.

g) The *Alfreda* built by Ted Robinson for his son Bill *Rummy* Robinson.



Figure 19: The *Alfreda*, Paynesville 2001. Photo by Bruce Reynolds.

h) The *Baradine* by Ted Robinson for Fredrick Albert 'Guddie' Robinson.

Fred Robinson was Ted Robinson's nephew, being the son of Ted's older brother James Hugh or 'Squid' Robinson. Fred was born in 1898 and died in 1979.

Fred 'Guddie' Robinson was Faye Robinson's father; Faye married Bryan James, descendent of Charles James of the Ridgeway, Picnic Bay.

The *Baradine* was full in the stern and earned the nickname of The Bum.



Figure 20: The *Baradine* at Metung Marina circa 2000. Photos by Bruce Reynolds.

i) The *Hooker* by Ted Robinson.

Ted's last boat, built in 1956 for his son Alf 'Paddy' Robinson. She sits to day in the Marina at Metung.



Figure 21: The *Hooker*, Metung, 2010. Photo by Peter Stokes.

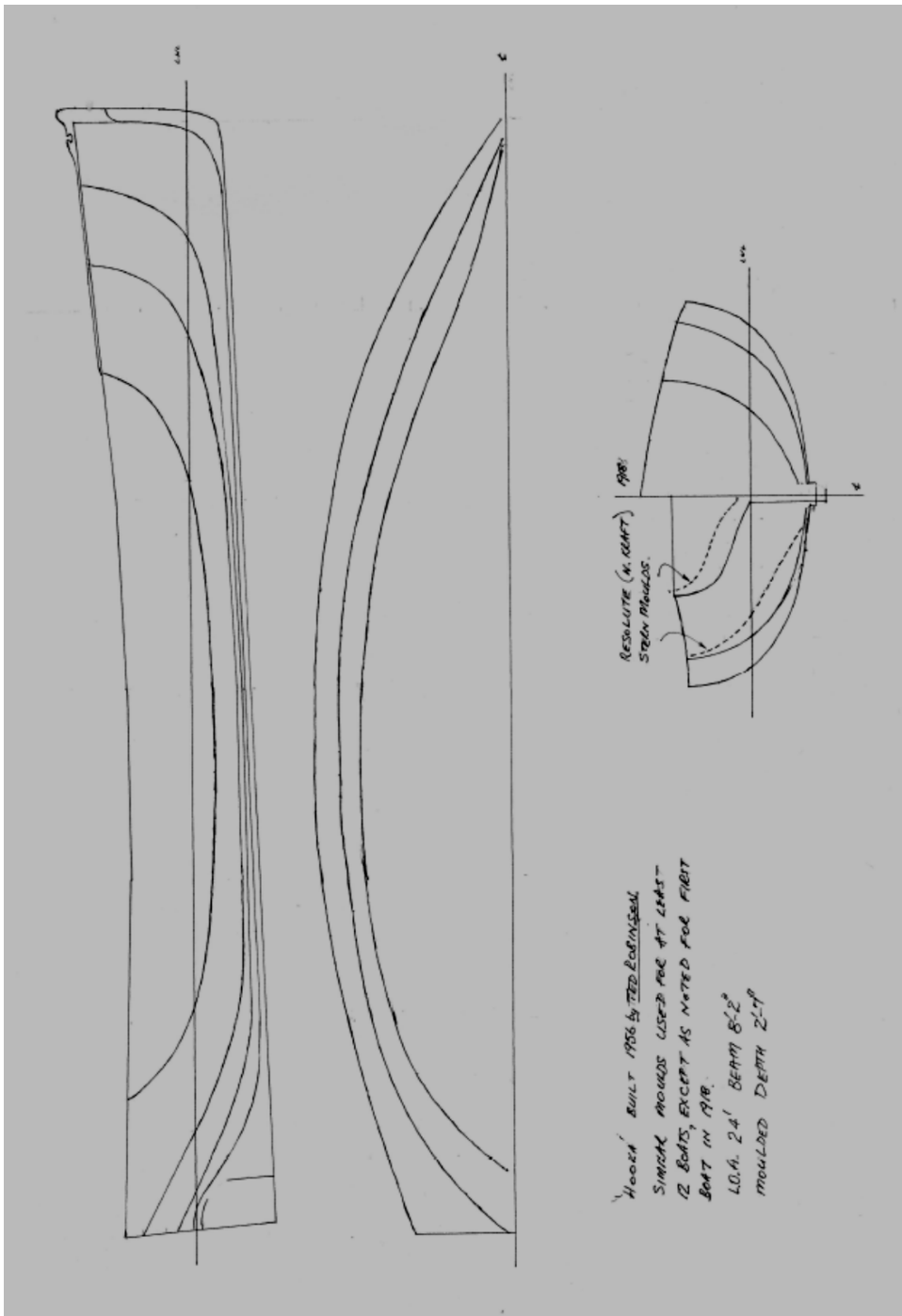


Figure 22: The *Hooker* built 1956 by Ted Robinson. Similar moulds used for at least 12 boats, except as noted for his first boat in 1918. Line Plan drawn by Bruce Reynolds. L.O.A. 24'. BEAM 8'2". MOULDED DEPTH 2'7". See Appendix A

5. Osmond De Coursey Day

Osmond De Coursey Day started work as an apprenticed shipwright at the Paynesville Slip in about 1907/8, on the same day as J. C Bull. Together they worked as part of a team of nine under the leadership of Peter Tierney, who owned the slip.⁴

Apart from a period of work in Melbourne Oz spent most of his working life in the Slip. It was not until the 1930's that he started to build boats privately. This he did on the South East corner of Wellington and Victoria Street.

Oz Day built many twenty-two to twenty-four foot Paynesville Fishing boats as well as a number of the much smaller seine boats that were approximately eighteen foot long. He modified and repaired countless other boats and also built at least one pleasure yacht, the *Alvina*. Oz built boats for Fred Jordan, Arthur May, Don Bird, Alf Meddling (1946), Darling Day, Henry Day, George Ray, Bill (Dodger) Ray, Reg Meddling, Fred Oakley. At least two other boats were built for other owners outside Paynesville.

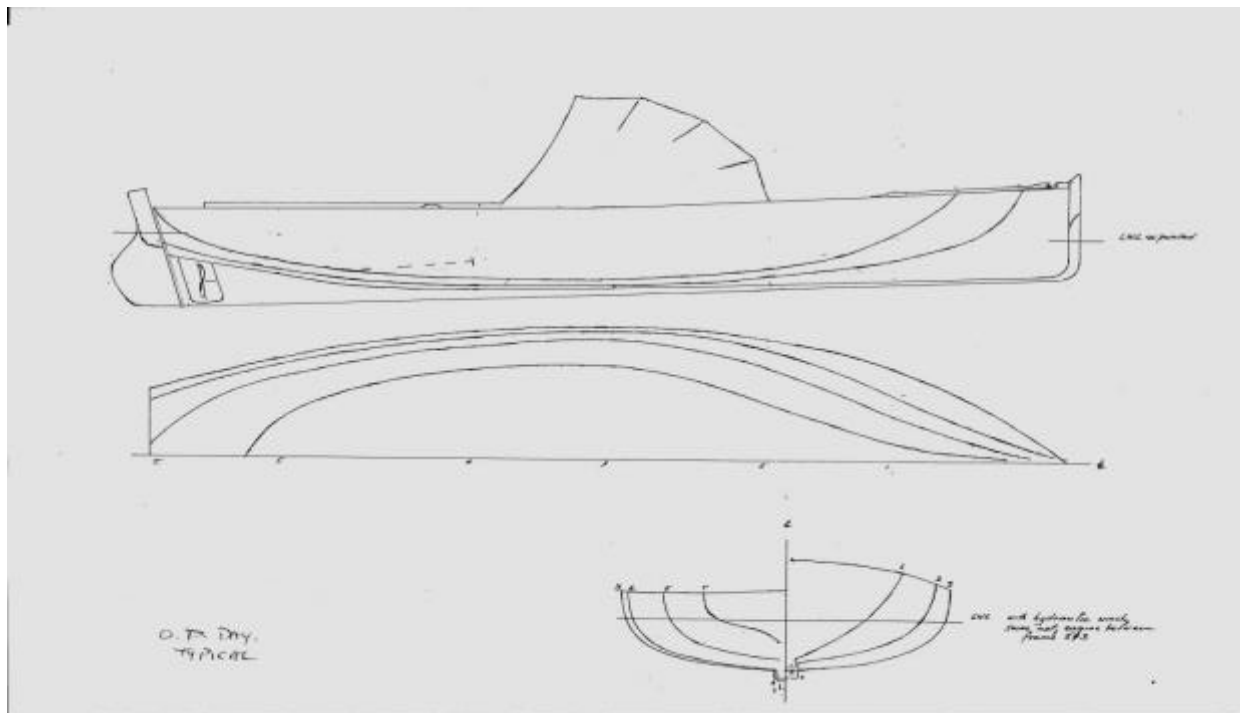


Figure 23: Line Plan of a typical Oz. Day fishing boats. Drawn by Bruce Reynolds.

⁴ *Sailing Ships and Paddle Wheels*, J. C. Bull, p 172

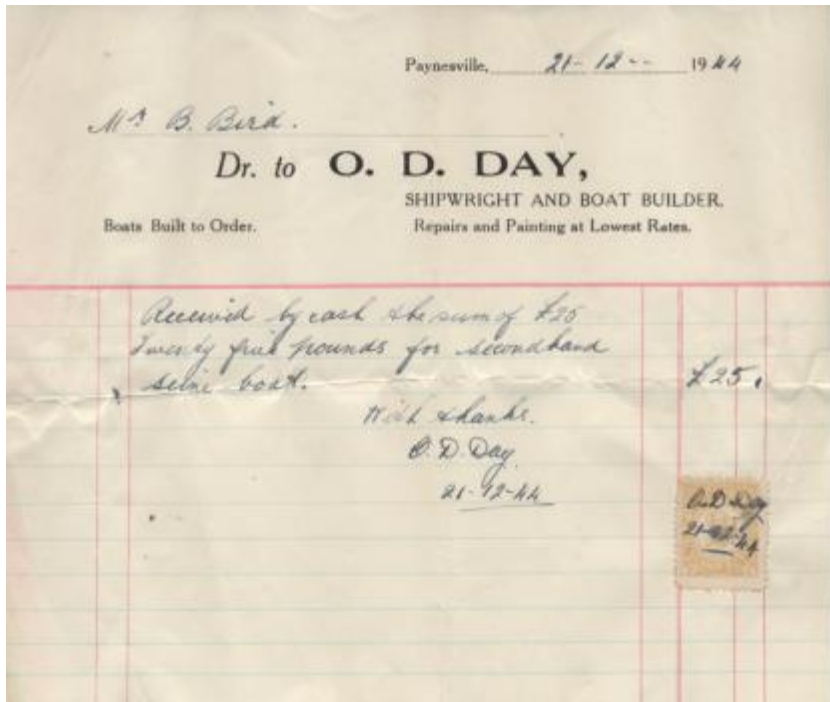


Figure 24: Bertie Bird was Geoff Ray's Grandfather. Geoff Ray collection, PMM

a) The Memory by Oz. Day.

It is likely that the Memory was the first boat Oz built after leaving his employment at the Paynesville Slip, probably in 1936. Most likely for Bill "Dodger" Ray.



Figure 25: The Memory, Newlands Backwater circa 2000. Photos by Bruce Reynolds.



Figure 26: The Memory, Newlands Backwater circa 2010. Photo by Peter Stokes

b) The Riverina by Oz. Day.

The Riverina was built for and probably with his son Henry. The steamer Riverina grounded on Gabo Island in 1929, and the Riverina was built from teak lining boards salvaged from that ship. The timber was salvaged by members of the Robinson family.

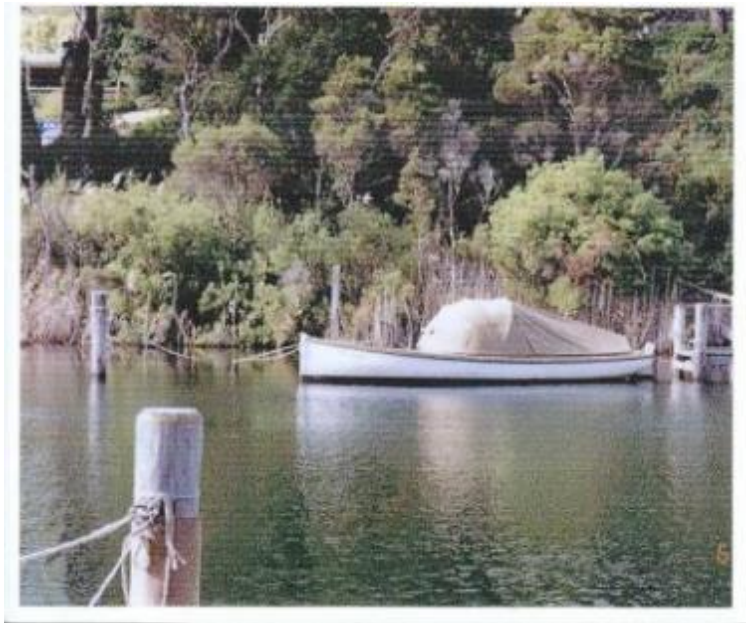




Figure 27: The Riverina by Os Day, Raymond Island circa 2010. Photos Peter Stokes.

c) The *Badger*

The Riverina is one of only a handful of boats listed on the Australian Register of Historic Vessels from the on the Gippsland Lakes and has the ARHV Number of HV000285. It can be accessed on the National maritime Museum website.



The *Badger*, Chinaman's Creek Metung. Photo Bruce Reynolds

d) CF 574 by Oz. Day



Figure 28: CE574, known as 'Freddy Jordan's boat, Metung. Photo by Bruce Reynolds, 2000



Figure 29: Freddy Jordan's boat circa 1962. Bruce Reynolds' collection PMM.

e) The *Alvina* by Oz. Day.

Oz Day used the moulds of his seine boat and added another plank to the topsides to create *Alvina*.

The rest is best said by Bryan James who sailed her in the 1940s.

Hello Peter, - Re the Alvina by Oz. Day.

Bill Tilly, a wealthy Melbourne pawn broker and money lender purchased Lynton Lodge in the 1930's. In 1937 Tilly commissioned Osmond Day, local shipwright and builder of lakes fishing boats to build him a pleasure yacht. Oz used the moulds of his seine boat and added another plank to the topsides to create Alvina, a nice little gaffer eighteen feet in length and with generous beam. Robert Simpson who is credited with naming the Gippsland Lakes yacht Club was racing skipper for Bill Tilly at Regattas before the Club was formed. Bill Tilley bought "Lynton" from Jack Thomson (a son of W. B. Thomson of "Wanderer") when he, Jack, returned to

Australia after interests in Hong Kong. In a much later time "Lynton" was bought by Tom Reeves from Birragurra (whose wife was a Stanway) and they renamed it to "Lynton Lodge".

My family owned "Lynton" for a few years after WW2 and I had the good fortune to be the user of, and carer for, Alvina during that time. We raced her at local regattas and at GLYC events without much success. I can recall several occasions when we thought we had a good chance of scoring a win or place against the lighter and faster boats only to find the races for the day were called off by the GLYC race committee because the conditions were considered too windy and rough. Reference is made to "Alvina" as a "gaffer" which I suppose is broadly correct but does not fully describe her mainsail where the butt of the gaff extends for a short distance past the mast – I always thought of it as a lug sail the same as found on most of the fishermen's boats at that time.

The attached photo shows Alvina on one such windy day with me at the helm and my wife Faye in the middle. Cheers,

Bryan.

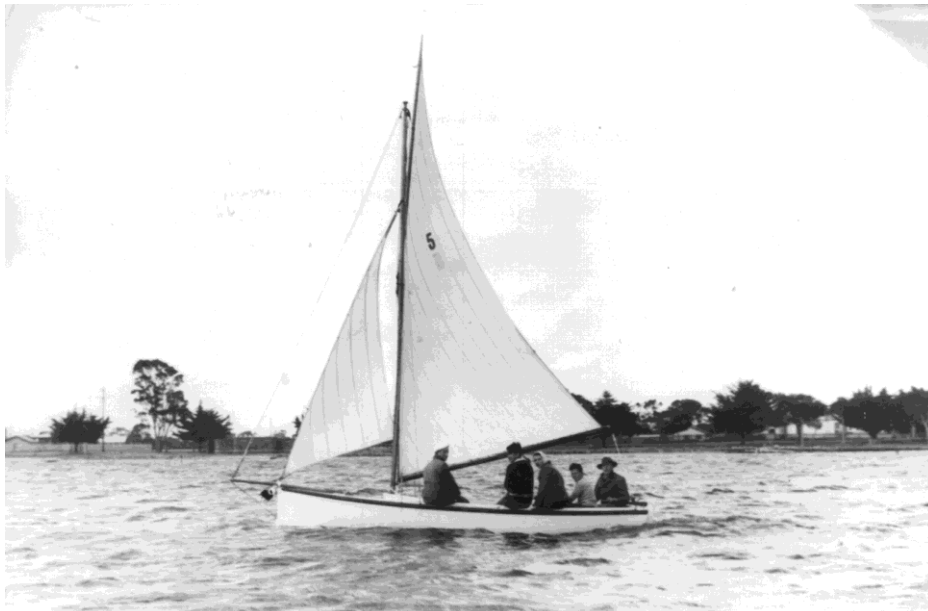


Figure 30: Bryan and Fay James aboard the Alvina.



Figure 31: *Alvina* by Oz Day, circa 1937. Bob and Peggy Simpson in 1948. Bill Whelpton collection PMM

6. Robert Harry Reynolds.

Robert Harry Reynold's father was Harry Reynolds. Both were known as Harry.

Robert lived variously at the settlement at the entrance to the Mitchell on the Silt Jetties, Wellington Street Paynesville, later on Raymond Island, Swan Reach and finally at 31 Newlands Drive, Paynesville.

Robert Harry Reynold's memoir was recorded by Mrs. Anne Freeman. It provides us with a valuable insight into his life in Paynesville. Sadly he largely omitted references to his boat building activities. We reprint it below for the readers' information and pleasure.

a) Recollections of Robert Harry Reynolds, September 1962



Figure 32: R. H. Reynolds, seine fishing, Butler's Point.

I was born in Flinders Lane, Melbourne, in 1871, in the building known as McNaught and Love's.

A great deal of my life's work has been connected with boats, which is not surprising, when I recollect that my father came to this country on his first voyage, as a sea-faring man.

This interest in boating has been passed on to my son, Cedric, and even to my grandson, the fourth generation, which had its beginning with that first eventful voyage by sailing ship, so long ago.

I feel, therefore, this story must start with the birth of my father in Cambridgeshire, on June 4, 1858. As a young lad, he was employed in the coastal trade, and the ship coming into port a few days before Christmas, young Harry Reynolds intended to go home to spend a few days with his family. A Gypsy on the jetty foretold that he would not go home, but would go on a long journey. Having a brother on the windjammer, the "Sussex", he decided to join him, and come out to Australia. Going into the shipping office it was decided to give him special wages, and he joined the ship.

So they set off, but were beating to windward, making seventeen miles leeway in 24 hours. While up in the sails, and lashing the gear in the lifeboats, the voice of the First Mate came up to him, "Can you steer? Come down here, and take the wheel." So father steered, and apparently did the job well, as he was rated A. B. immediately. The diet in those days was mainly bread and bully-beef, and, to make matters worse, the Skipper and First Mate

were not on the best of terms, and there was a lot of sea-sickness aboard. However, father became friendly with several of the passengers, amongst whom was a woman coming out to meet her husband, already in Australia.

On reaching Port Melbourne, father was introduced to him, and commenced his first job with him on the "Swan Cutter", employed in the oyster trade at Westernport. The shore at Western Port was surveyed into 10 acre lots and oyster-spat put down. From there, they went to Port Albert, where bigger oysters were found. These oysters were dumped in a big heap near the Port Albert entrance, and then loaded into the "Swan Cutter", which set sail for Port Melbourne.

When the oysters became depleted, the "Swan Cutter" was chartered for the Pilot Service. Father and the owner, Mr. Wallace Bell, went aboard. The ship carried a 12 foot dinghy, which could be lowered in any weather.

When father arrived in Australia from England, he could neither read nor write, but learned these accomplishments by attending night school.

After 2 years and 10 months in the Pilot Service, a new boat, the "Proserpine" replaced the "Swan Cutter", which went to New Zealand.

Soon after this, father was employed in an orchard at Hawthorn, and was there during the big flood, of 1861. He often recalled the following incident, which took place there. A house was completely surrounded by water, and the occupants, women and children, were sitting on top. They were taken ashore in a small boat, and just as they reached safety, the whole house disappeared in the raging flood. Many years afterwards, father was coach driving in the Riverina, between Hay and Deniliquin. In the course of conversation with the lady on the box seat, it was discovered that she was one of the children whom he had brought ashore in the Hawthorn flood. On reaching Deniliquin, the lady laughingly told her husband, "You can thank this driver that I became your wife" Whereupon her husband immediately handed father, the driver, a £5 note!

Later, father worked for a firm of carriers, Reynolds and English, by name, although no relation. The work was mainly concerned with picking up and carting goods from the wharves. It was while there that he met his wife, and they were subsequently married on a Monday, at 5 minutes past midnight, no weddings being celebrated on a Sunday.

When father was working at Western Port as a young man, he often watched the coach leaving for Melbourne, and it was his ambition to become a coach-driver. This ambition was realised in 1865, when he moved to Brandy Creek, near Warragul, and began driving the coach from Bunyip to Moe. This was before the days of Cobb & Co., and the coaches were run by Cyrus Ewart. Later, Robertson and Wagner bought him out, and became Cobb & Co. A feature of the coaching days in the time of Cyrus Ewart, was the Bugle-man, who, as well as attending to the luggage, blew the bugle on approaching the township. When Robertson and Wagner took over, the Bugler was dispensed with. A bad section of the road was through what was called the "Glue-Pot", and Father was in demand to help the drivers through.

While father was employed as a coach driver, another driver who worked with him, was an Afghan, called Ned Dines. At this time, Cobb & Co. had a mail contract in South Australia, but struck a lot of trouble there. They were unable to obtain sufficient feed for the horses, and many of them died. Robertson and Wagner then applied, for the contract, using camels, and employed Ned Dines as camel driver. Coming down to Adelaide, he came across the deserted coach and harness, and, becoming tired of riding on a camel, immediately decided to harness the camels to pull the coach. The arrival in Adelaide of the coach, pulled by camels, caused quite a sensation, and a "write-up" in the papers.

Father's next move was to New South Wales, where he began driving the coach from Hillston to Booligal. I was then about 6 years old, and attended school at Hay. After about 2 years, we came back to Melbourne and then to Sale, where I attended school, Mr. Stocks being the Plead Master. While there, I remember the school being closed for six weeks, on account of an epidemic. I think it was an outbreak of measles and scarlet fever, but it must have been severe, as I remember nine burials in nine days, mostly members of the Ellis family.

Father now became manager of the Gippsland district of Cobb & Co., with its various lines. The biggest line was to Port Albert, which was a day's journey each way. The Bairnsdale line was a 5 horse coach, through Providence Ponds, where Mrs. Taylor kept a shanty. The Maffra coach went one day, and back the next. Then there was a one-horse buggy, twice a week, from Sale to Toongabbie, and a saddle back mail to Clydebank once or twice a week. Even in times of flood, the mail still went through, a coach being drawn up each side of the flooded river. Father later drove the coach from Bruthen to Little River, crossing the river at Tambo Crossing. A coach driver was killed on the Fainting Range, owing to the brakes failing.

The family then moved to Bairnsdale, and lived at Lucknow, on the corner of the Nicholson Road, and father commenced carpentering with J. A. Taylor. It was here that we built our first boat, a sailing boat, 21 foot long.

At this time, Port Albert was the main port of Gippsland, as Lakes Entrance could not cope with the steamers. Supplies were brought by bullock wagon, through Woodside, along the Sale Road, crossing Merriman's Creek to Seacombe. A punt crossed the McLellan's Straits to Meerlieu, corduroy being laid across the swamps, to enable the wagons to cross. The route taken was through Bengworden to Bairnsdale. The bullock teams usually camped at Lucknow, opposite where the Drive-In Theatre now stands.

Lakes Entrance began to make a bid as a shipping port, and a line of sailing boats was set up, maintaining effective communication between Melbourne and the Lakes. "The Lady of the Lake", a tug-boat, was used to haul these shallow-draught vessels through the channel of the old entrance, and up to Bairnsdale, £12 was the charge for these services. The "Lady of the Lake" was later replaced by the "Nell", and taken to the Snowy River at Orbost. Before the entrance was opened, the "Emu" was also used as a tow-boat.

With the opening of the new entrance, Lakes Entrance became the port of Gippsland. The 'Despatch' and other boats took up the running. The 'Glengarry,' 'Magnolia,' 'Dauntless' and 'War-hawk' were all coastal vessels.

The "Peter Nell", a 55 ton ketch-rigged vessel, was built to bring maize from the Snowy River area, the road to Orbost being non-existent. On one voyage, the "Peter Nell" having set off from Melbourne, arrived in Orbost, and loaded maize for the return trip. As time went on, and the "Peter Nell" did not arrive, fears were held for the safety of the crew and finally, it was presumed that the vessel had foundered, with no survivors. A memorial service for the Skipper, a well-known church-man, was held in Yarraville. Lo and behold, within a week of his "Memorial Service", the Skipper appeared, and was in Church the following Sunday! Bad weather had forced them to take shelter in Refuge Cove, and being no communication, there was no way of letting anyone know their whereabouts. Food supplies were low, but the crew saved themselves from starvation, by living on their cargo of maize.

It is interesting to recall the careers, the fortunes and misfortunes, of some of the first boats used in lake and coastal navigation. In 1890, the Sale Steam Navigation Co. was formed, with a daily service from Bairnsdale to Sale; some of the boats operating, were the "Tanjil", which, was later destroyed by fire near the Mitchell River; and the "Bairnsdale", which later became the "Bogong", was eventually used on a coastal run between Mallacoota and Lakes Entrance. She was wrecked near Marlo, two lives being lost. Other well-known boats were the "Omeo", built at Williamstown and the "Dargo", built in Sydney. The "Omeo" and "Dargo" ran alternate daily trips from Bairnsdale to Sale, and gave good service. These took fish to Sale for 1/- a basket.

A boat which had a long and varied career, and, as many "lives" as the proverbial cat, was the "Burrabogie". James McCulloch & Co., bought the "Burrabogie", built at Albury, and the "Ethel Jackson", to run in opposition to the Sale Navigation Co. However the venture failed, and the "Ethel Jackson" was taken back to the Murray. The "Burrabogie" was then bought by Durham and Bull as a paddle-boat, fitted out as a luxury steamer. Captain Bull eventually sold the "Burrabogie" to a Mr. Munro, who owned the Tambo sawmills. He took out her engines to put in a new mill at Marengo Creek. The "Burrabogie" then became a barge, and was used for several years, until the depression of the nineties, when all mills, were closed down, and everything sold by auction.

In the meantime, Jack Callinan started a spot mill at Johnsonville, and eventually swapped the mill for a farm. The new mill-owner then converted the "Burrabogie" into a screw steamer, putting the engines aft, and she continued as a steam-boat, hauling barges for the mill. Later Mr. Duncan, the last owner, worked up a good trade on the Tambo, with the old "Burrabogie". A shipping strike ended the steam-boat trade from Melbourne to the Lakes. The coming of the motor trucks sounded the death-knell of the Lakes trade, and the "Burrabogie" was laid off. Mr. Duncan eventually sold her to a man at Lindenow, who took out her engines. (Mr. Cox).

Another vessel, remembered with great affection by many Gippslanders, was the J.C.D., built at Paynesville by Mr. J. C. Dahlsen, after whom she was named. Henry Fleischer, as a lad, was employed on her, as a tar-boy. To celebrate the launching of the J.C.D., a historic occasion, Mr. J. C. Dahlsen gave the Paynesville people a free trip to Lakes Entrance, paying all expenses, and the Lakes people a free trip to Bairnsdale. The J.C.D. was used to transport fish to Bairnsdale. In opposition, the Sale Co. started up the "Dargo" .and "Omeo", carrying fish for 4 pence a basket to Sale. This kept the Lakes open, as the "Dargo" transported most of the upper lake fish, but the J.C.D. got the bulk of the Lakes Entrance fish (salmon panned), and some from Mallacoota. After some years, the boilers of the J.C.D. became worn out and the remains of the old boat can still be seen at the Paynesville Slip.

In the meantime Mr. J. C. Dahlsen made plans for the building of the "Gippsland". However, he did not live to see her launched, but left the money for her completion. Built at Paynesville, by P. Tierney, she was made of red gum timbers, and was bigger than any boat that had been on the Lakes, being, 90 tons, and licensed to carry 437 passengers on the Lakes.

Many were the outings enjoyed by the older generation, in their young days, on the old "Gippsland". Eventually, she was bought in 1937 by Captain Heggarty, and taken to Sydney. In the Second World War, she was used in New Guinea waters, supplying the mine-sweepers, and later as a salvage boat, but eventually foundered off New Guinea.

Another boat built at Paynesville, was the "Tambo", built by Archie McAlpine, who had a shop, near where the Imperial Hotel now stands.

One of the happiest recollections of my youth was of work in the hop-fields. Finishing my schooling at the Bairnsdale School (No. 754) where Mr. Radford was Head Teacher, I went to work in the hop gardens at Madders field, being then 12 years of age. The growing of hops, and all work associated with it, was one of the best industries Bairnsdale has ever had, and became firmly established in the early 1880's.

It was a beautiful sight to see the hop gardens on both sides of the Mitchell River, from Eagle Point right up to the Wy Yung Road. At this time, a punt operated across the river near Wy Yung. The ploughing of the ground was done in winter, the vines stripped off the poles, and the poles stacked. The young hop plants had to be pruned, and then ti-tree poles put in. Many of these poles, which cost £6 a 1000, were brought by the barges, "Progress" and "Industry". Next came the trainers, mostly women and children, who earned up to 4/- a day, rushes being used to train the vines around the poles. Scarifying was done between the rows, and, after Christmas, irrigating began.

The water in the river was fresh in those days, and was pumped out of the river by steam engines, and carried to the hop fields in canvas hose in sections. The first week in March saw the picking begin, and the hop fields really came to life. Many stringy-bark huts were built for the pickers, and loads of firewood brought in to serve the big community kitchen with 5 fireplaces. This kitchen also served as a recreation hall at night, and many were the dances held there. (Often to the music of the mouth-organ and accordion), the songs sung, and the step dancing, providing a happy atmosphere and relaxation for the large band of workers.

The hop-pickers day began early, when the cook rang the bell at 6 a.m. Work commenced at 7 a.m., and most pickers worked 9 hours a day, and 6 days a week. A good picker could pick 20 bushels a day, and competition between the pickers became very keen. On one occasion, a man and his wife (newcomers) commenced picking, and caused quite a sensation by picking 40 bushels a day (on his own). The growers considered the cost of production at that time, to be 1/- per pound. The price gradually rose until they were offered 5/- per lb., but refused this, asking 5/6 per lb. However, a chemical was discovered as a substitute for hops, and the price fell to 6 pence a lb. The fall in price, and the coming of the pest, Red Spider, which ate the leaves, dealt a death blow to the hop-growing industry in Bairnsdale.

In 1886 I commenced fishing in the lakes, and continued until 1919, when I went farming at Swan Reach. I was married on Raymond Island in 1911.

When I first came to the Gippsland Lakes, there were hundreds of aborigines here, including Black Bobby, known as King of the Blacks.

With the good road that now connects Paynesville with Bairnsdale, making it only a few minutes journey by car, it is difficult for the younger generation to imagine the conditions under which the early settlers lived, with no telephones, radio or TV, and only a bush track to Bairnsdale.

However, this did not daunt the pioneers, one of whom, Mrs. McTaggart, frequently walked the 10 miles from Paynesville to Bairnsdale, carrying two babies, the older one on her back, and the younger one in her arms.

Since the turn of the century, and with the opening of the entrance to the Lakes, I have seen a gradual change in the marine life. With the influx of the salt water, the reed beds died, seaweed diminished, and there was no protection for the young fish, which became an easy prey for the cormorants. The ti-tree which grew abundantly around the lake shores began to die, as did all vegetation; and, even affected the growth of the cane reeds in the rivers. I can recollect our camp at Reedy Harbour in Lake Victoria, where we used the cane reeds to make a shelter; now it is quite bare of reeds. Similarly, around the shores of Jones's Bay, the ti-tree and reeds grew abundantly. I know of one patch that still remains where there is a natural seepage of fresh water, coming through from the river.

During my lifetime I have seen many changes. I have seen in the development of the little fishing village of Paynesville, an increase in the number of pleasure craft, the introduction of the sport of water skiing, and the building of a luxurious motel, yet the picturesque beauty of the Gippsland Lakes remains as an increasing attraction for many, in the years to come.

b) A Brief Overview of the contributions made to the boat building industry by four generations of the Reynolds family.

In 1886 Harry Reynolds Snr and son Harry Jnr, aged 15, built their first fishing boat; the twenty-one foot double ender Pelican. In 1891 the father and son built the Corsair using the moulds that Christian Gronheit had used for the Veronica.

In 1901 and 1902 the Reynolds' were in Busselton, Western Australia where they built several fishing boats with transom sterns for the Busselton Ice works.

In 1903 the *Edna* was built by Harry jnr on Raymond Island.

In 1915, Harry jnr built the counter-sterned *Mayflower* for Jack Howlett on his farm at the mouth of the Tambo River.

In 1918 Harry jnr assisted Ted Robinson build W. Kraft's boat the Result.

In 1919 Harry jnr built *Chance* from these same moulds for nephew Tom Robinson, son of Bill Robinson. Adam Wilson finished the interior trim and fittings when Harry Reynolds jnr went farming on the Nicholson River in 1924.

Harry Reynolds jnr returned to Paynesville to build the counter-sterned Foam now known as *Toona Foam* for J. Calvert of Mossiface.

In about 1940 Harry Reynolds jnr with the help of Bob Simpson extended the counter-sterned FWM, now known as *Ranui* by 7 foot 6 inches for brothers Fred and Bill Marriot on the yacht club slipway in Sunset Cove.

In 1945 the twenty foot counter-sterned motorboat was rebuilt by R. H. (Harry Reynolds jnr) and his son C. H. Reynolds.

In 1946 Harry jnr and son Cedric re-ribbed and re-decked the twenty-six foot double ended fifty year old fishing boat for Dick Smith.

In 1956 Cedric and Harry jnr built the twenty-six foot double ended fishing boat the *Endeavour*.

In 1958 Cedric and Harry jnr built the twenty-five foot double ender *Topsy* for R. Gilsenan.

In 1961 Cedric planked the hull of the thirty foot, Ike Warren designed, boat for R. Greenwood at Orbost.

In 1965, Cedric with his son Bruce Reynolds built an 11 foot moth class sailing boat from plywood.

In 1966 Cedric built a 17 foot plywood power boat.

In 1967 Bruce Reynolds built a 12 foot Cherub class sailing dinghy from plywood in Morwell.

In 1969 Cedric built a twenty-one foot powerboat.

In 1971 Bruce Reynolds built a kit stitched and glass 16 foot mirror sailing dinghy and participated in Marley Point overnight races.

In 1973 Cedric and Bruce built a twenty-four foot carvel planked transomed stern boat from *Endeavour* moulds, the Tracey Ann.

In 1975 Cedric built a carvel planked round bilge power boat from a R. M. Stew design for R. Gilsenan, the *Cobia*.

In 1978 Cedric built the carvel planked chime hull power boat *Toonalook* to a W. Atkins 1930 design

c) The *Corsair* by Harry Reynolds and Harry Robert Reynolds.

Built at the mouth of the Mitchell River in 1891 on the moulds of Duffy's '*Veronica*,' a boat that was built by Christian Gronheit. The remains of this boat are possibly with Sea-Mek TAFE College in Lakes Entrance.



Figure 33: Ced Reynolds with *Corsair*. Photos Courtesy Bruce Reynolds.

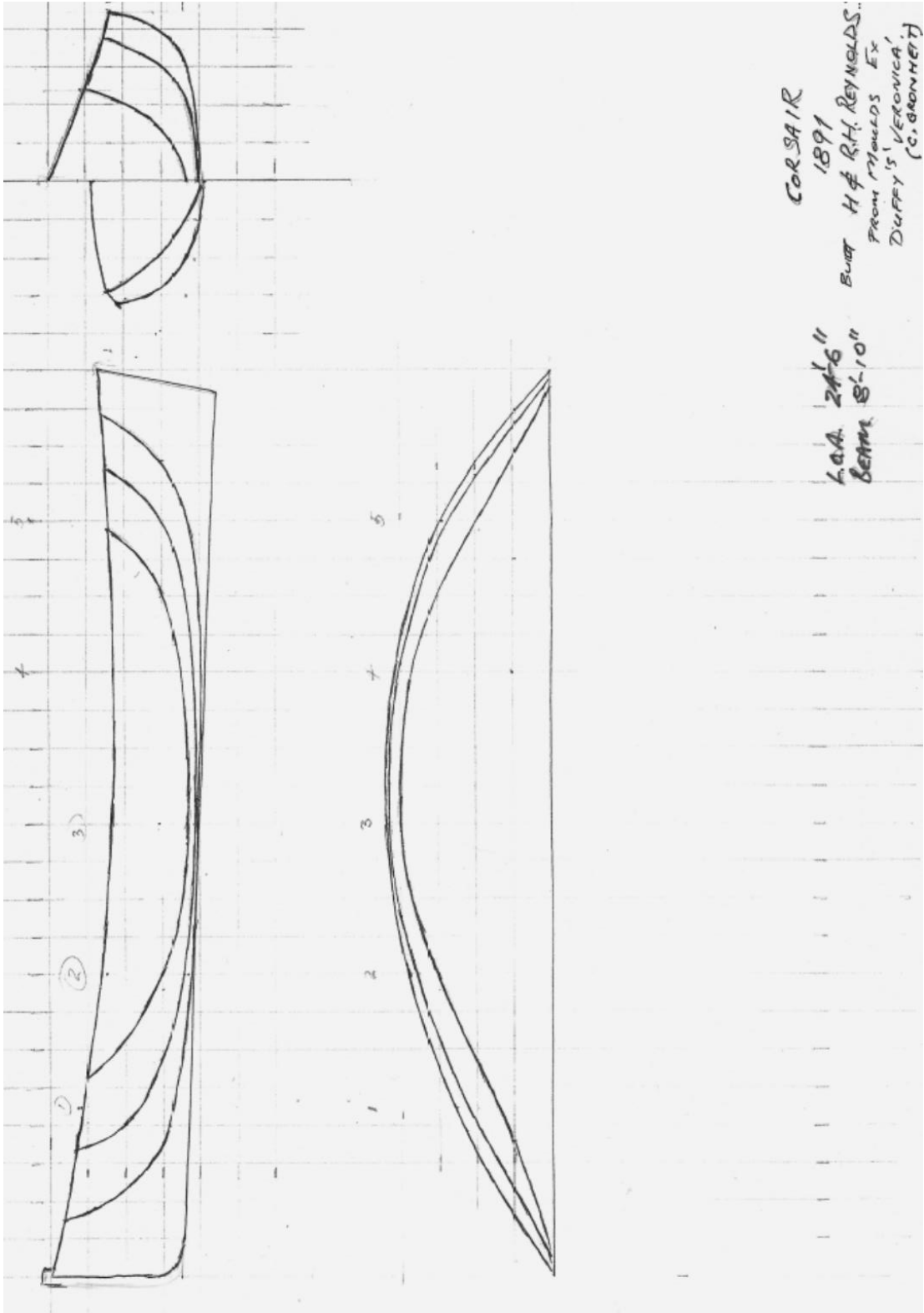


Figure 34: The Corsair 1891.
 Built by H & R. H. Reynolds from moulds ex. Duffys Veronica (Christian Gronheit)
 LOA 24'6"
 BEAM. 8' 10"

d) The *Edna* by Robert Harry Reynolds.

Built in 1903 on Raymond Island in the Reynolds' boatshed on the corner of 11th Avenue and the Esplanade, by Robert Harry Reynolds no doubt with the support of his father Harry

Built before motors on battens with a couple of clinkers. A very fast sailing boat.



Figure 35: The *Edna* Metung Marina 2004. Photo by Bruce Reynolds.

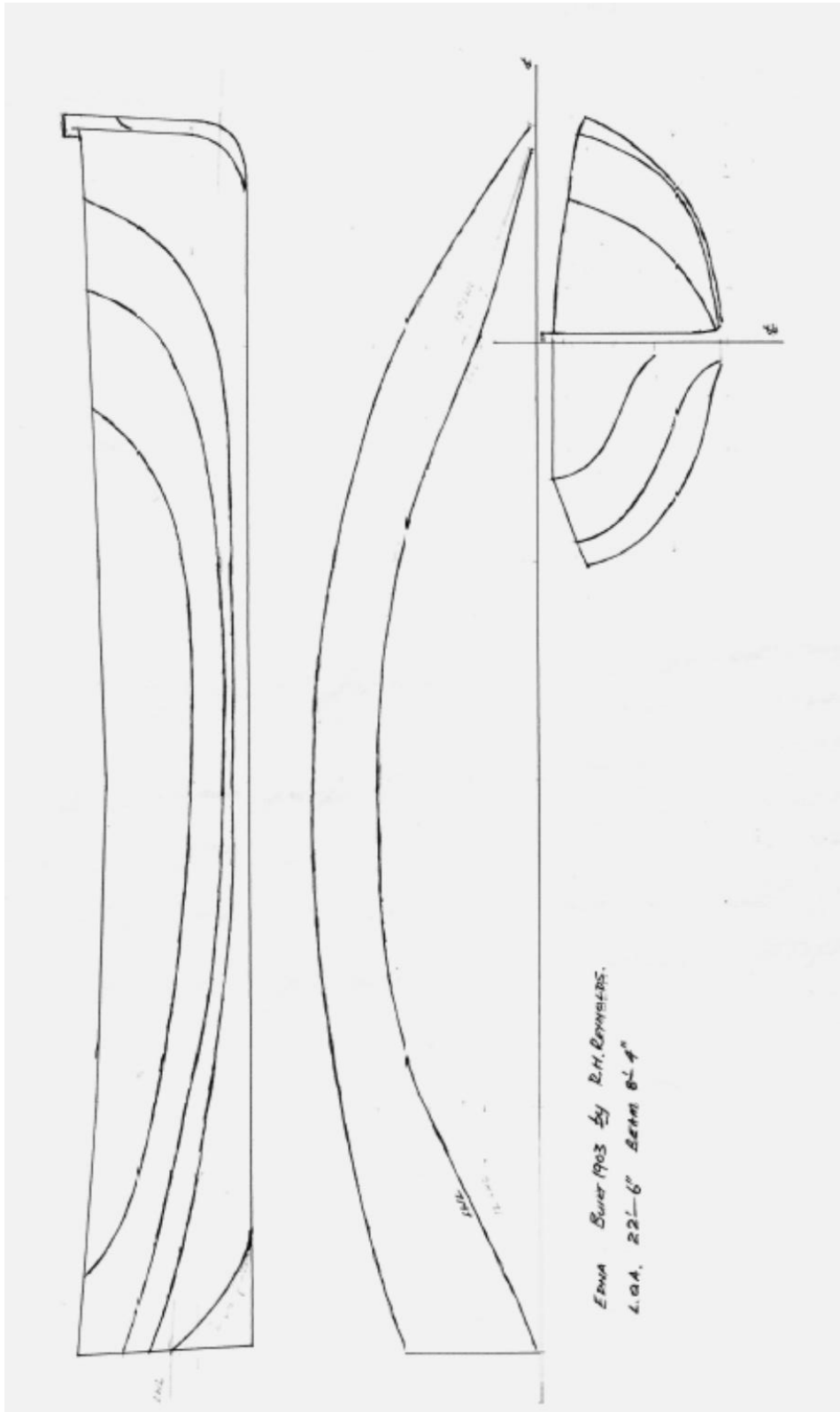


Figure 36: *Edna* Built by R. H. Reynolds.
L.O.A 22' 6" BEAM 8' 4"
Edna Built by R. H. Reynolds.
L.O.A 22' 6" BEAM 8' 4"

e) The *Mayflower* by R. H. Reynolds.

Built for Jack Howlett, a farmer on the South side of the Tambo River near the mouth. He wanted a boat built that was a smaller version of a work boat on the Lake. The *Mayflower* was built in a hayshed at the mouth of the Tambo in 1917. Powered by a regal marine engine. Engine was regularly removed to drive his chaff cutter. The chaff was taken up river to Bumberrah Station.



Figure 37: The *Mayflower* Metung. Photo Peter Stokes 2010



Figure 38: The *Mayflower* by R. H. Reynolds, at the Grange, 1917. Owner Jack Howlett behind engine box. Photo Reynolds' Collection PMM

f) *The Chance* by R. H. Reynolds.

Is one of the handful of vessels on the Gippsland Lakes to be on the Australian Register of Historical vessels. Built in 1919. Reference number HV 000116

It was built by Robert Harry Reynolds soon after he had worked with Ted Robinson to build Bill 'Butcher' Kraft's boat, the *Resolute*, in 1918. It was built for Tom Robinson who was a nephew to both men.



Figure 39: The *Chance*, private mooring Metung. Photo Peter Stokes, 2010.



Figure 40: The *Chance*
Bairnsdale Advertiser

g) The *Toona Foam* by Robert Harry Reynolds.

Built in 1924/25 for Jack Calvert of Mossiface. The Calvert's grew hops off the Bridal Creek beyond Mossiface. The boat was built to cross the bar into the Bridal Creek.

The *Toona Foam* is in Duck Arm and is owned by the Methodist Ladies College.





Figure 41: The *Toona Foam*, Duck Arm. Photo courtesy of Brett Hudson

7. Cedric Reynolds.

Robert Harry's son, born in Paynesville in 1912, he lived and built boats at 19 main Road Paynesville. He was first and foremost a fisherman.

a) The *Endeavour* by Ced. Reynolds.

Built by both Cedric and his father R. H. Reynolds In 1956 when Robert was in his eighties. It was sold to the Cripps family in Port Franklin in about 1966 and remained there until about 2000. It was returned to Paynesville and re-decked by Peter Bull and Alan Lancaster.



Figure 42: The *Endeavour*, Port Franklin 1991. Photo by Bruce Reynolds.



Figure 43: The *Endeavour*, Chinaman's Creek Metung, 2010. Photos Peter Stokes

Line Drawing Bruce Reynolds.

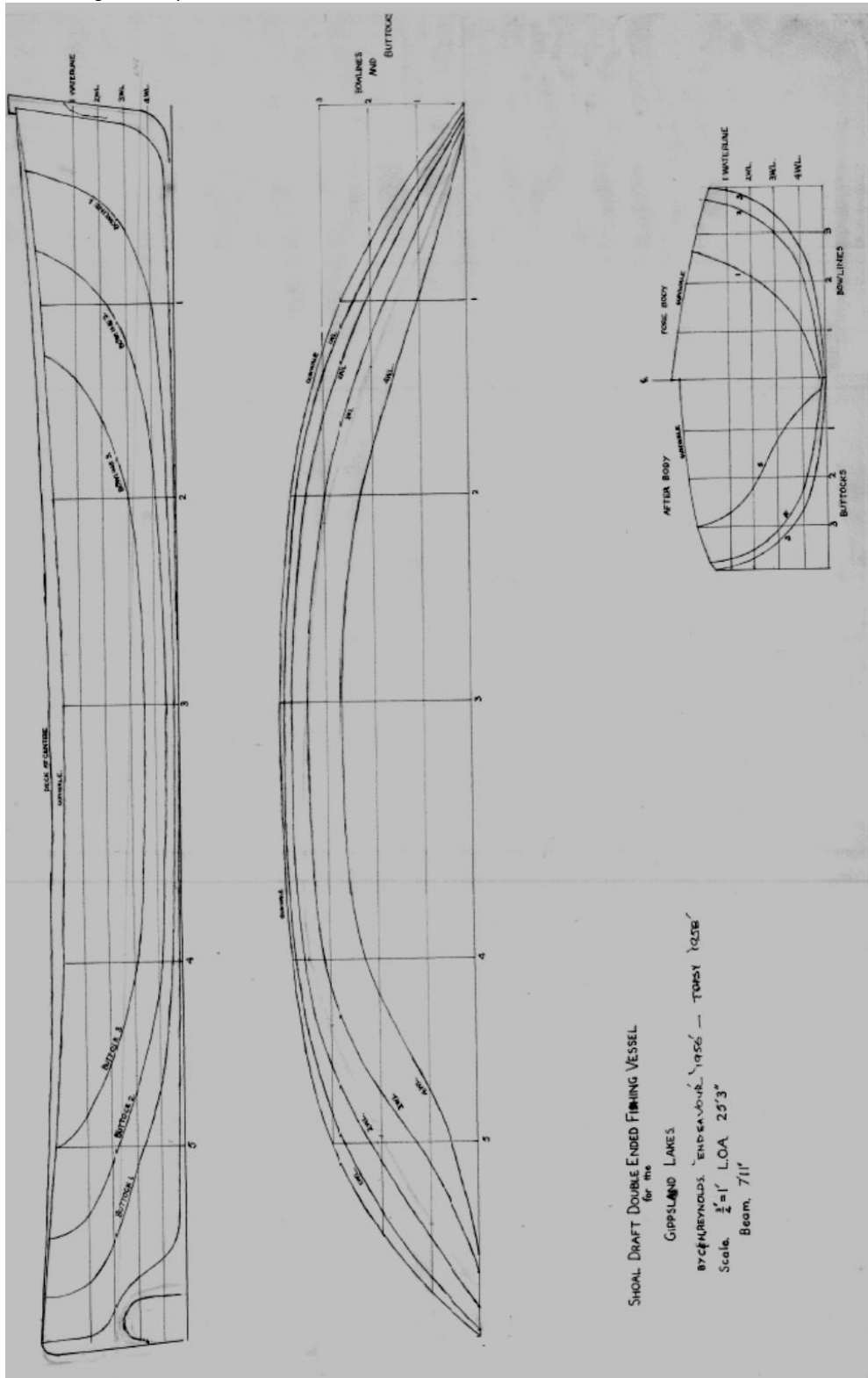


Figure 44: Shoal Draft Double Ended Fishing Boat for the Gippsland Lakes Shoal Draft Double Ended Fishing Boat for the Gippsland Lakes. By C & H. Reynolds, *Endeavour*, 1956, *Topsy* 1958. SCALE: $\frac{3}{4}''=1'$. L.O.A. 25'3". Beam 7'11".

b) The *Topsy* by Cedric Reynolds.
Built in 1958 for Ross Gilsenan. *Topsy* is a doubled ended fishing boat.





Figure 45: Launching the *Topsy*, 1958. Photo from Reynold's collection, PMM.

c) The *Tracey-Lyn* by Cedric Reynolds

A 24 foot sailing boat with a cabin built from the same moulds used for *Endeavour* in 1973. Built for Bruce Reynolds by Cedric & Bruce Reynolds.



Figure 46: The *Tracey-Lyn*, Paynesville Slip 1999. Today is moored on Raymond Island. Photo by Bruce Reynolds.



Figure 47: The *Tracey-Lyn* of Paynesville 1973. Photo courtesy Bruce Reynolds. PMM Collection.

d) The *Cobia* by Cedric Reynolds.

Built by Cedric Reynolds for Ross Gilsean in 1975. The *Cobia* was a 27 foot cabin cruiser.

e) The *Toonlook* by C. H. & Bruce Reynolds.



Built by Bruce Reynolds and father Cedric in 1978. The *Toonlook* is a 27 foot cabin cruiser.

8. W & W Bott



Bill Bott jnr. Slings his nets. Bott collection, PMM.



Figure 48: Bill Bott jnr. On his way to launch a boat. Bott collection, PMM.

“Mr. W. Bott of Sale is another builder who has turned out many small fishing craft. His masterpiece was the ‘Wanderera’. Launched in 1921, and intended for coastal fishing the ‘Wanderers’ was of beautiful design and exhibited the work of a master craftsman.”

Star Series No.1. Gippsland Memories by C. M. McGuiness.

a) The Myra by W & W Bott

The *Myra* was Paynesville fisherman Roy Smith’s boat from 1944 to 2015. *Myra* was built at Sale in 1918.

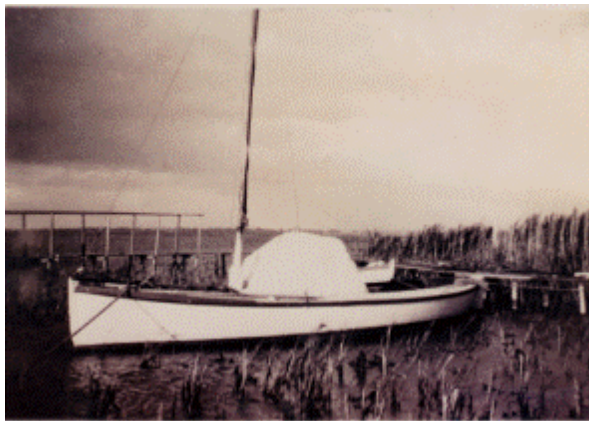


Figure 49: The *Myra* at Marley Point. Photo PMM collection



Figure 50: The *Myra* Paynesville 2000. Photo Peter Stokes

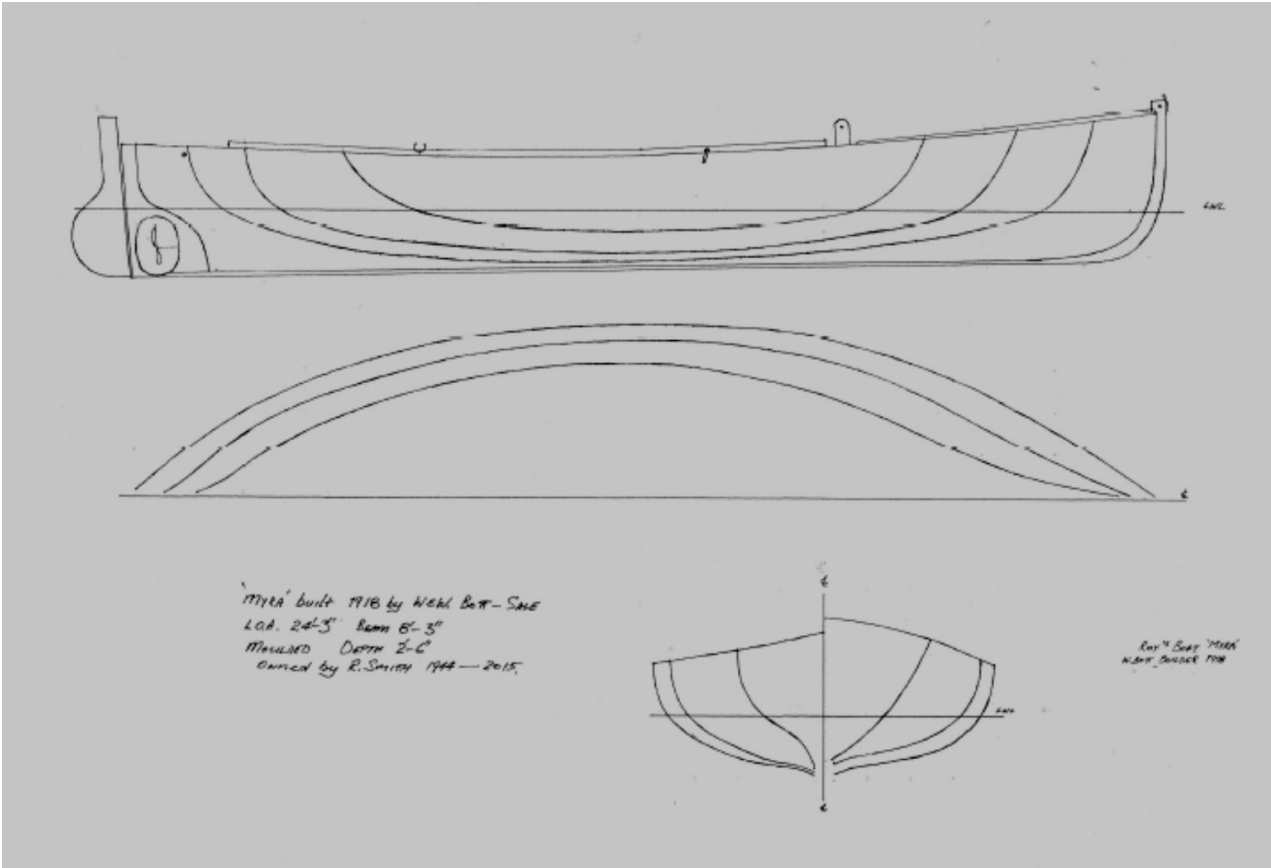


Figure 51: Roy's boat *Myra*. W & W Bott 1918, Sale. Owned by Roy Smith, 1944 – 2015. Line Plan by Bruce Reynolds. L.O.A. 24'6". BEAM 8'3". MOULDED DEPTH 2'6"

b) The *Rogella* by Bill Bott (jnr.)

Bill Bott jnr's last boat and built in 1934. She was named after the 1933 Sydney Cup winner. It was fished out of by his son Keith Bott.



Figure 52: The *Rogella* by Bill Bott (jnr.) PMM collection

c) The *Riplet* by W. & W. Bott.

Possibly the longest boat on commission on the Lakes is the 25-foot *Riplet*, built by W & W Bott at Dutson in 1901. Built of New Zealand Kauri, with red gum keel, stem and stem posts. Father and son worked from daylight to dark to complete her in a month. The total cost for material was £40. With her 26-foot mast and 8-foot bow sprit, the *Riplet* soon became the talking point among fishermen for her speed. In 1907 the *Riplet* became one of the first power fishing boats on the Lakes. George Lode, a well-known Sale engineer patterned, tooled and machined the single-cylinder, six-horsepower engine that was cast at Lacy's engineering works in York Street Sale. At 700 rpm the engine could push the *Riplet* along at 7 miles per hour.⁵

⁵ With thanks to *The Gippsland Lakes* by O. S. Green p 36



Figure 53: The *Riplet*, Nungurner, built by W & W Bott in 1901. Photos from Bruce Reynolds' Collection, PMM.

d) *Elsie*



Figure 54: The *Elsie* built by W & W Bott, 1891. Photo courtesy Andrew Bould.

9. Christian Gronheit



The Hobart Mercury, Saturday December 2nd 1911

Christian Gronheit established the first ice works in Paynesville on the corner of the Esplanade and Wellington Parade adjacent to the hall. He utilised the water from natural springs in Langford Parade and a water-bore in Wellington Street that area to make the ice. The equipment was run by gas, recovered from the burning of charcoal. The charcoal was made on Raymond Island.

There was a water tank on a stand, a cattle trough, a shed with a bore and a concrete slab for the ice making machinery. The ice-works were moved down to the wharf and a pipe was run from this bore to the new works. At some point between 1900 and 1910, Gronheit sold the ice works to Alfred James Gilsenan who re-located it to the wharf.

Gronheit fished, built boats and made ice. He was building boats in Paynesville from perhaps as early as the mid-1880s.

a) The *Jeanara* by Christian Gronheit.

Christian Gronheit built the *Jeanara* for the new owner of the Paynesville ice works, A. J. Gilsenan in 1908. It was most likely that the last of six or seven boats that he built in Paynesville. The *Jeanara* is



one of only a handful of boats listed on the Australian Register of Historic Vessels from the on the Gippsland Lakes and has the ARHV Number of HV000190. It can be accessed on the National Maritime Museum website.

Figure 55: The *Jeanara* in one of her various guises. PMM collection.

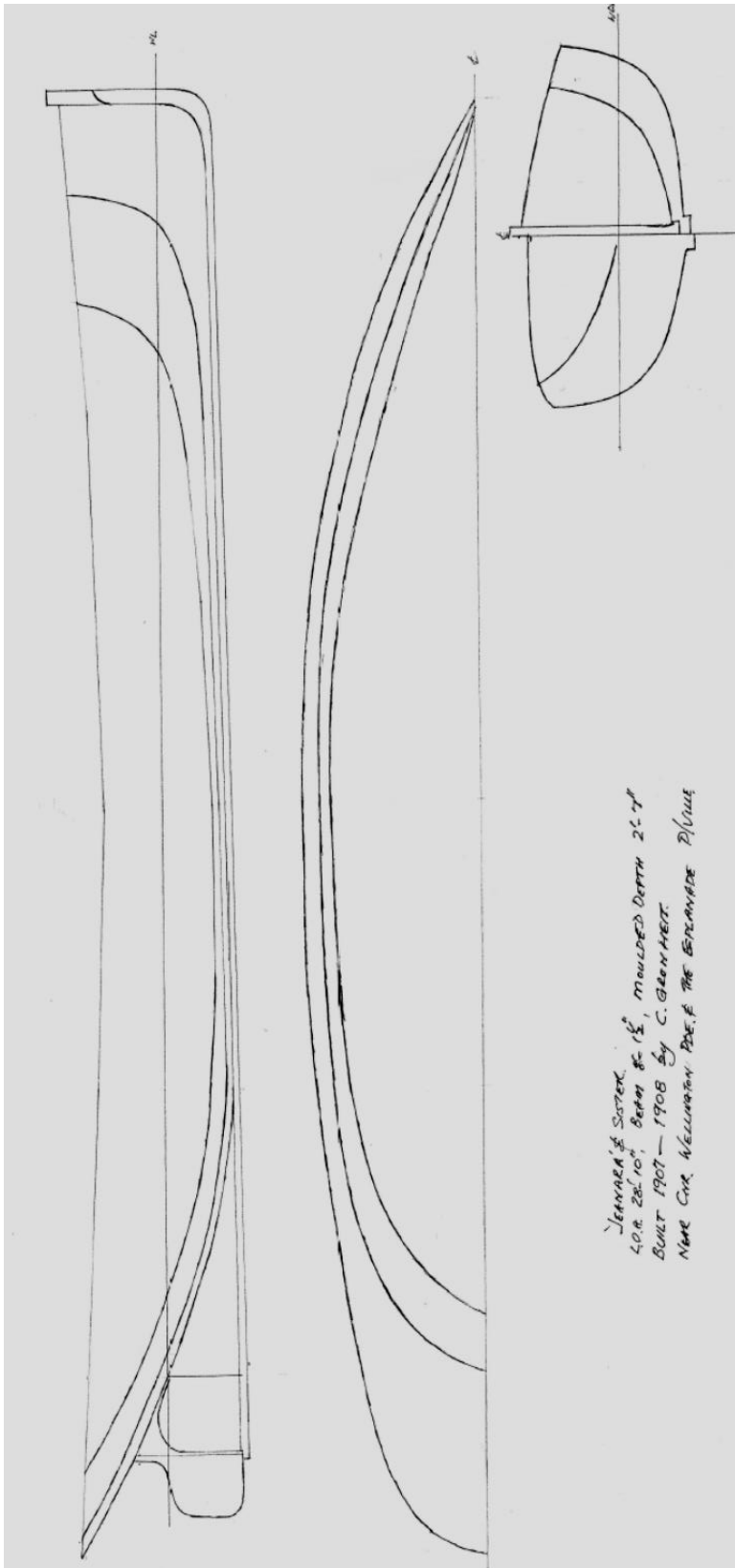


Figure 56: The *Jeanara & Sister*. L.O.A. 28'10". BEAM 8' 1½". MOULDED DEPTH 2'7" The *Jeanara & Sister*. L.O.A. 28'10"; BEAM 8' 1½"; MOULDED DEPTH 2'7".

Built 1907 – 1908 by Christian Gronheit on the corner of the Esplanade and Wellington Streets, Paynesville. Line Drawing Bruce Reynolds. Possibly the last boat built in Paynesville by Christian Gronheit.



Figure 57: The *Jeanara*. Photo courtesy Frecheville Heaney Paynesville.



A Christian Gronheit sister boat to the *Jeanara*. Port Albert Photo by Bruce Reynolds. PMM collection

b) The *Veronica* by Christian Gronheit.

The *Corsair* by Harry Robert and Robert Reynolds was built off the same moulds.



Figure 58: Ced Reynolds with *Corsair*. Photos Courtesy Bruce Reynolds.

10. The Lipscombe Brothers of Raymond Island.

a) The *Buttercup* (The *Lighter*) by the Lipscombe Brothers.

LOA 24' BEAM 9' MOULDED DEPTH 3'

Built for Donald Bird between 1903 and 1910 and referred to her by him as the *Lighter*, because she was beamy. The *Buttercup* was constructed in using Kauri and Red Gum and was originally known as *Goldbar*.

Geoff Ray's Dad was the last to fish out of her. She became the rescue boat for GLYC and now is in private hands. She was RFB 166 originally and once called *Edna*, but was renamed *Buttercup* by the yacht club after being painted *Buttercup* Yellow by GLYC

Was with GLYC for 33 years where her dodge motor was replaced with Simplex twin from January 1987



Figure 59: The *Buttercup* by the Lipscombe Brothers, Newlands Backwater, photograph Peter Stokes 2010.

b) The *Betty* by the Lipscombe Brothers

Once owned by Cliff Day and believed to be the boat was on occasions leased by Cedric Reynolds as a fishing boat. Believed to have been moored in Duck Arm for many years it was burnt to the waterline in the bush fires of 1972.

c) The *Ctenophora* by the Lipscombe Brothers



An old photograph of *Ctenophora*, possibly taken on Paynesville Regatta Day, Thursday February 8th 1906. The *Ctenophora* first won the Maiden Sailing race over 12 miles for a first prize of £6 and then followed up to win the premier event of the day, the all-comers race also over 12 miles for a first prize of £10.

The photograph was found in Jeff Lipscombe's boat shed in Port Albert and the copy part of the PMM collection.



Figure 60: The *Ctenophora* after winning again in the Regatta of 1908. Hansen collection PMM

In January, 1923, after leaving Ensay, Joe Southon went to work for Mr. and Mr Dougherty, who owned the Ocean Grange lodging house on the coast. He ran the *Ctenophora* backwards and

forwards from Paynesville ferrying passengers and supplies. When the *Ctenophora*, was out of action he would hire the *Lighter* from Don Bird.

d) The *Queen* by the Lipscombe Brothers

11. C. C. Neill



Charlie Neill built boats in a shed behind his house near the Paynesville Community Centre. The shed remains standing today (2015). He was an apprenticed as a shipwright at the Paynesville Slip. Charlie and Oz. Day left the Slip-yards at the same time in about 1946.

a) *Gypsy* by C. C. Neill

Charlie Neill's first boat after leaving the slip yard the *Gypsy* was built for Dan Kollmorgan in 1945. It is moored at the Paynesville Cruiser Club Marina.



Figure 61: *Gypsy* by C. C. Neill. Paynesville Cruiser Club. Photo Bruce Reynolds Collection PMM.

b) *Argyll* by C. C. Neill

The *Argyll*, built in 1947 by C. C. Neill of Paynesville, was restored by Frecheville Heaney Boat builders Paynesville in 2004. It was built for Archie McArthur.



Figure 62: The *Argyll* by C. C. Neill courtesy Frecheville Heaney. Photo courtesy Frecheville & Heaney, Paynesville.

c) The *Dingley Dell*.

C. C. Neil raised the deck and rebuilt her for Dan Kollmorgan.



Figure 63: The *Dingley Dell* in the canals.

d) The *Shamrock*



The *Shamrock*, raised deck and cabin by C. C. Neil circa 1950s. C.C. Neil modified a number of boats, cabins and raised foredecks, at Gilsenan's Jetty MacMillan Straits.



Figure 65: *Four Winds*, by C. C. Neill

Figure 64: The *Argyle*, now believed to be in Sydney. Shed still standing in 2016.



Figure 67: Launch of the *Gypsy* by C. C. Neill into Newlands Backwater

Figure 66: Fisheries and Wildlife Department boats built by C. C. Neill.

12. Geoff Wilson

The *Yappa*

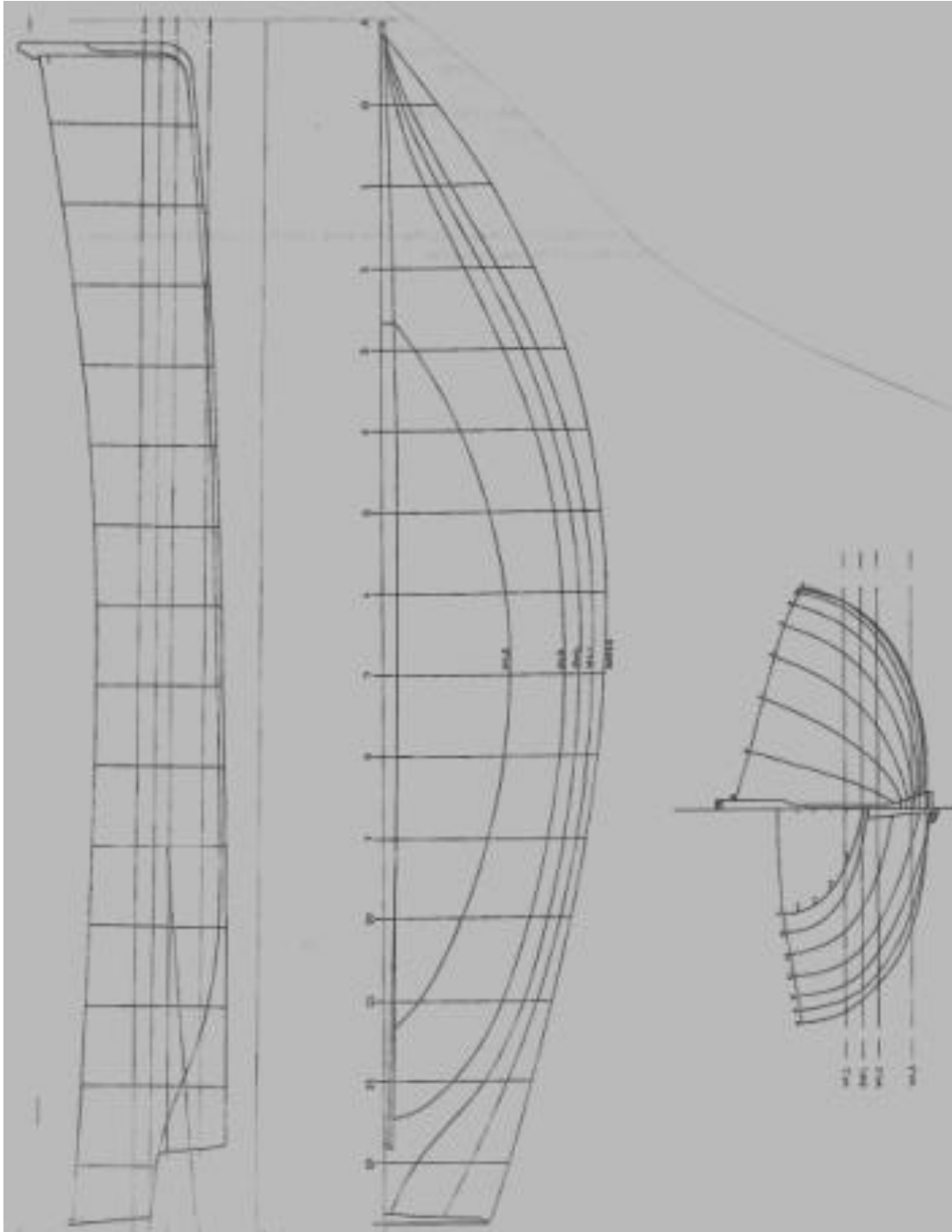
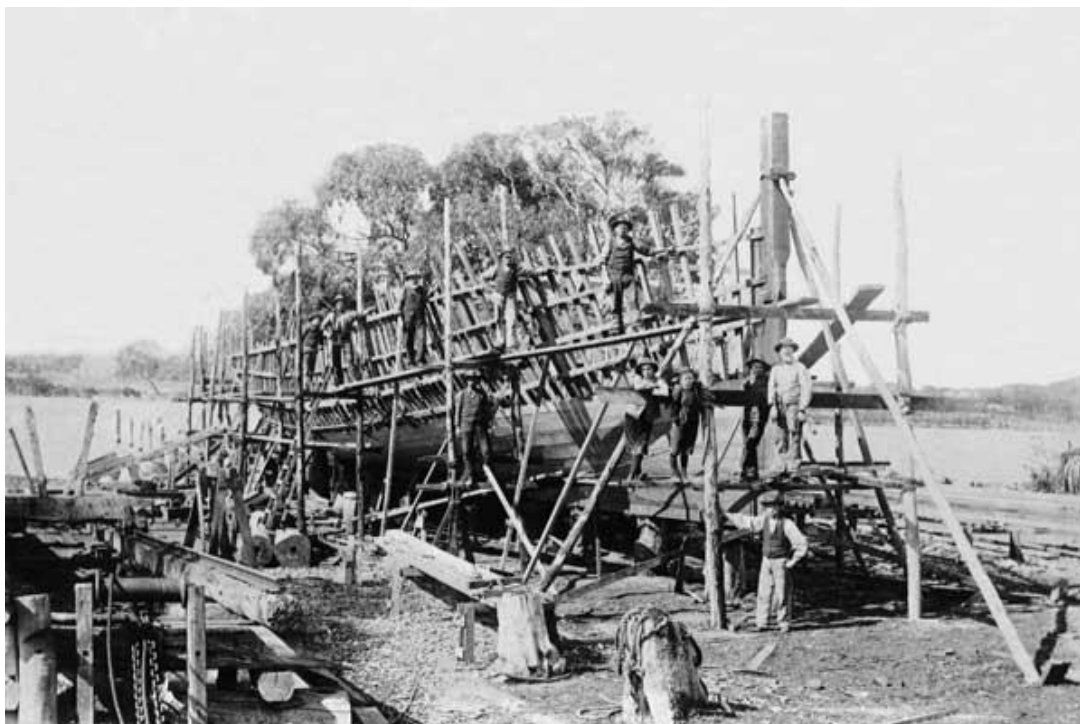


Figure 68: Line Plan of the *Yappa*. PMM Collection.

Ian, Lindsay, Geoff and Ross Wilson were born on Raymond Island in the 1930's. Ian was the eldest and was born in 1930.

Their grandfather was Adam Wilson was a Scotsman who found his way to Port Albert. He married there and eventually settled on Raymond Island. Adam became a shipwright at the Paynesville slip and worked with Peter Tierney on the construction of the S. S. Gippsland. He is in the iconic photograph of the partly constructed vessel along with Peter Tierney and the young apprentices Joe Bull and Osmond Day.



The S.S. Gippsland being built at Tierney's Slipyard Paynesville.

From left: Top Row: G. Walsh, Arthur James, Bill Sutherland, Charles Johansson, Jack McCauley

Middle Row: Adam Wilson, Os. Day, J. C. Bull, Jules Lakes, Andrew Sutherland.

Ground: Peter Tierney

Adam Wilson selected land on the western side of Raymond Island on the Point overlooking the Straits. His house still stands today. His son Bob Wilson was born in 1902 also on Raymond Island and went to the Raymond Island Primary School. Bob became a fisherman in 1917 when aged fourteen and fished the Lakes until his death in 1938. Ian and Lindsay recall their Dad hailing down the steamer the JCD to take on board his catch. When he pulled alongside, the rigging for his mast hooked onto a bolt that was protruding from the JCD's hull bringing down the rigging and breaking the mast. On the Captain relating the story to the steamer's owner, Johan Christian Dahlsen, Mr Dahlsen contacted Bob and invited him to call by the yard and choose timber for a new spar

Bobs fishing boat was registered with the number RFB 1938.

Ian became a butcher when he left school, working for the Paynesville butcher, Ted Robson's son, Alf "Paddy" Robinson. Ian's butchering career was short lived and after one year he later became a builder. Lindsay did his apprenticeship as a carpenter/joiner. When he finished his time however he became a professional fisherman on the Lakes. His boat was registered as "B7N" and was called "Louise". It was a Ted Robinson built boat which he bought second hand. Ted Robinson also built Lindsay's seining boat the *Trump* in 1937 or 38. It was named after the winner of the 1937 Caulfield Cup. It was built in 1940 and was Lindsay Wilson's seine boat.

In later years Lindsay purchased the ice works from Gilsenan, a business he ran for about 20 years. The compressor in the ice works was operated with gas, obtained from the burning of charcoal. The charcoal was made in kilns on Raymond Island. Only a small quantity was required to produce the daily required amount of gas. The compressor was started up by swinging the big flywheel around with a crow bar. The fly wheel was 8 foot in diameter and weighed some tons.

The ice was made from water from a spring at the bottom of Wellington Street. The water was piped to the ice works and also there was a three quarter inch pipe which ran across to Raymond Island to supply water to a horse trough. There were lots of minerals in the water and the ice was white. In order to get crushed ice it had to be broken up by hand

Geoff was apprenticed to boat builder Charlie Neill. In later years Geoff built The *Yappa* in his shed at 95 Langford Parade using Ted Robinson's moulds. Ian Wilson wrote HMAS *YAPPA* on the side of the boat whilst it was under construction. The boat was being built for Dick Sharpe, a talkative sort of chap, known as around the town as *Yappa*. The name stuck!

The boat was later used a mould for the glass *Yappa's* seen on the Lakes today. The *Yappa* was the last fishing boat built in Paynesville circa 1963.



A glass *Yappa*, Newland's Backwater. Photos Peter Stokes 2010.

13. W. B. Thompson

The *Wanderer* by W. B. Thomson and Sylvus Erikson

W. B. Thompson built his *Wanderer* in his yard of his Bairnsdale home, Clovelly in Riverine Street. W. B. Thompson lived next door to Sylvus Erikson and it is possible that there was collaboration. She had a 23 foot jarrah keel that was 11 inches wide. She was converted to a motor launch probably in the 1920's.

Planked edge on edge with no glue or in between and edge nailed through the width of each plank with three inch flathead nails. The planks were shaped. At some time before 1937 she was converted to a motor launch.

When Bert Cliff owned her in the 1960's she was showing rust stains but the nails had lasted and she was then reasonably sound. She was sold and went to New South Wales.

The daughter of Brendon Thompson found her in NSW in a shed and brought her back.

She was restored by Frecheville Heaney 2005.



Figure 69: The *Wanderer*. Photos Courtesy Bruce Reynolds. PMM Collection



Figure 70: Left to Right — The Marjorie, Flying Scud (Hamilton) and the *Wanderer*, circa 1901, Paynesville. Courtesy SLV Picture Collection.



Figure 71: *Wanderer* after restoration in 2005. Photo courtesy of Frecheville Heaney.



Figure 72: The *Wanderer* of Thomson Jetty. Photo from Leigh Robinson's collection PMM.



Figure 73: Unnamed yachts under sail, perhaps the *Wanderer*.

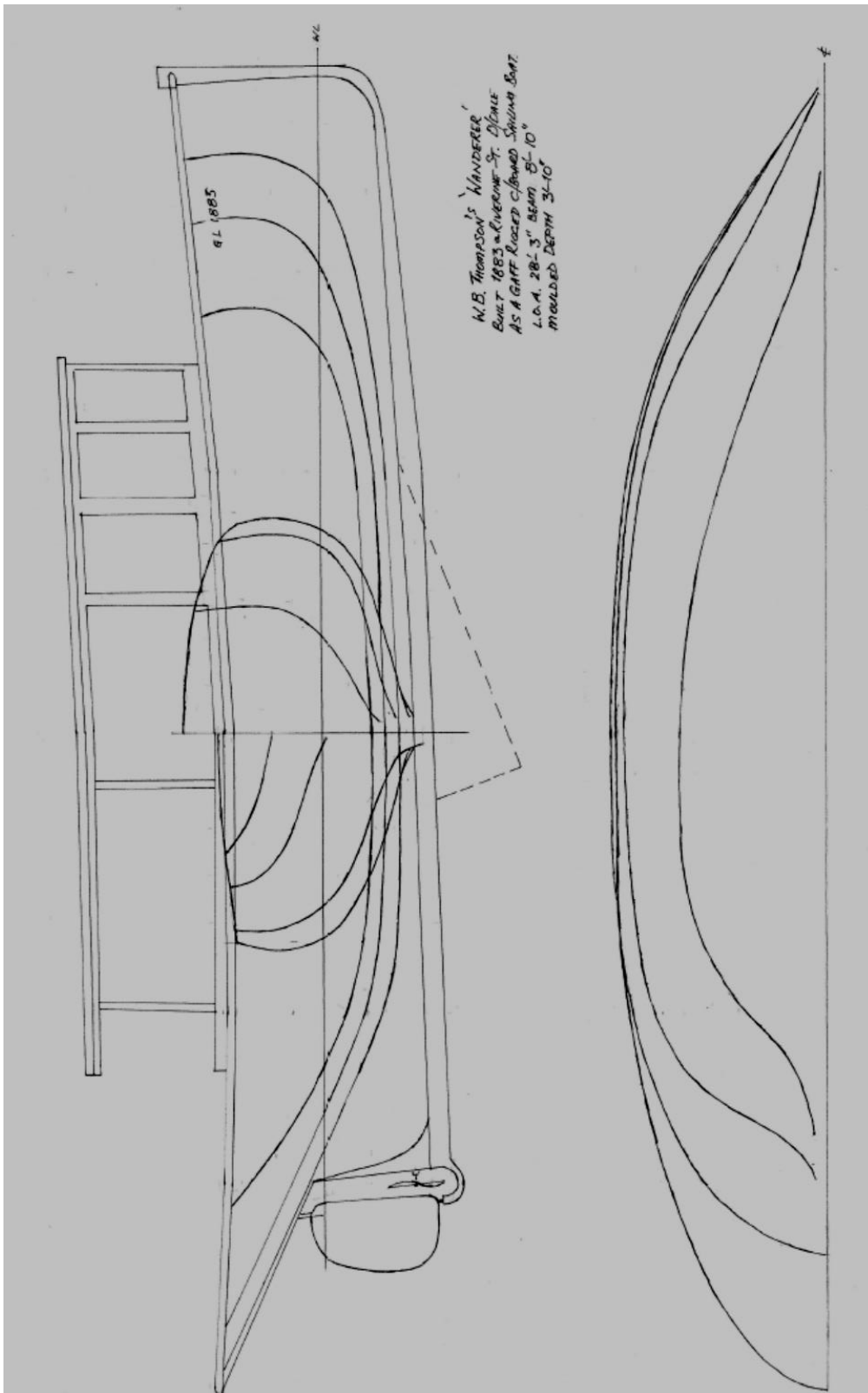


Figure 74: W. B. Thomson's *Wanderer*.
 L.O.A. 28'3". BEAM 8'10". MOULDED DEPTH 3'10"
 Line Plan by Bruce Reynolds. See Appendix A.

14. Len Walsh

The *Resolute* by Len Walsh.

Len Walsh was a senior apprentice at the Paynesville Slip-yards working under Peter Tierney on the building of the SS Gippsland and worked alongside J C Bull, Osmond Day, and Adam Wilson etc.⁶

Len established his own business at the family home on the corner of Main Road and King Street. The original home is still standing. Here he built a fishing boat for his father Nicholas Walsh.



Figure 75: The *Resolute* Paynesville Wharf. Early part of twentieth century. PMM collection.



Figure 76: Nicholas Walsh's fishing boat the *Resolute* alongside the ferry. Bott Collection, PMM Museum.

⁶ *Sailing Ships and Paddle Wheels and other Gippsland Shipping*. J. C. Bull, p172



Figure 77: Nicholas Walsh.

15. Dave Carstairs.

The Shamrock

The *Shamrock*, BZ 13 is an ex- Lakes Entrance Salmon Boat. The salmon industry had various boats to do different jobs including small net boats to run off the beach. She was built with steam bent timbers riveted to the keel with no deadwoods or connections across the keel to hold it together. Harry Reynolds put some connecting timbers across it to hold it together.

The Mentiplay family bought her. At the time of writing, on 6th December 2010, "*Shamrock*" is a motor launch berthed at her owner's jetty on the north-western shore of Newlands Arm, Paynesville. She was probably not known as the *Shamrock* when she was built by Dave Carstairs for the Lakes Entrance Salmon Company.

Boats of similar design, but smaller and propelled by four oars, had been successfully used to cast seine nets around shoals of salmon in or just outside the ocean breakers. These boats could be beached and re-floated when necessary and were used to recover the wings of the net after the bunt had been closed. The net loaded with salmon were then towed by the motor launch *Wallagurah*, together with the seine boats, into the Lakes where they were released into wire netting pens to wait alive until despatch to a favourable market.

Shamrock is about 27 feet 6 inches in length and was intended to be propelled by six oars but proved to be too difficult to safely handle in the surf. At some later time her sides were raised and she was

converted to a motor launch. For a time she was fitted with a full-length canopy and operated as a passenger boat on Lake Tyers. She came to Paynesville soon after WW2 and was bought from Dan Kollmorgan by Bob James (on behalf of Cliff Mentiplay). At that time she had been fitted with a well-proportioned hunting cabin (the outer skin of which was Masonite!). She was powered by a 6 cylinder Plymouth car engine fitted to a marine gearbox. Some years later, Mentiplay had the old car engine replaced by a Morris Vedette marine engine. (Comments: Bryan James)



Figure 78: The *Shamrock* Newland's Backwater, 2010. Photo Peter Stokes 2010.



Figure 79: R. S James on the *Shamrock* at Ocean Grange. Photo from Bryan James' collection, PMM.

16. Peter Tierney

The *Boomerang*



Thomas Hamilton, of *Ilfracombe*, Paynesville placed an order with the owner of the Peter Tierney Slip Yards for the construction of a new yacht. It was to be a 10 metre gaff rigged centre plate knock about yacht to a design published in 1902 by the Rudder Publishing Co in the USA.

Unfortunately Thomas Hamilton died of a heart attack prior to the completion of the *Boomerang* and his wife Martha took possession of the yacht.

In 1913 the Paynesville Regatta held on New Year's Day *Boomerang* was second in the motor launch race having at that early stage been de-rigged.

Willie Hamilton painted or drew postcard size paintings, often for *The Gap* magazine. The Paynesville Maritime Museum has been fortunate to have a number of these in its collection.



The Boomerang, By William Rutledge Hamilton. Circa 191, PMM collection

Mr Fred Whelpton purchased the *Boomerang* from Ruth Hamilton as a motor launch. Fred was a retired Inspector of Schools and at the time lived in the Western most house in Newlands Drive.

The *Boomerang's* mast and boom are respectively preserved today as flagstaffs, situated at the Gippsland Lakes Yacht Club and St. Peter's By the Lake.

Bill Whelpton, Fred's son, believed that the decision to donate the spars and the mast to the church and the yacht club was a joint decision taken by his father and Ruth Hamilton.⁸

As Ruth Hamilton passed away on 6th November 1942 aged about 57.



Figure 80: The *Boomerang*. Bill Whelpton Collection PMM.



17. Vern Elliott & Sons

Vern Elliott and his sons came to Paynesville in the mid-1950s to establish a hire boat business akin to the Halverson's on the Hawkesbury River in New South Wales.

They built a house on the corner of King Street and Slip Road and brought with them 2 or 3 fully completed and new twenty-five foot cruisers and one thirty foot cruiser, designed and built somewhere on Port Phillip Bay.

The lines plan for these cruisers, reproduced below, is a copy of the original lines plan traced by Bruce Reynolds at Vern Elliott's request in 1959. Bruce believes that at least 2 of the hulls delivered from Melbourne were then completed by the Elliott's on the King Street site. The decision was then made to build a twenty-seven foot version of the twenty-five foot boat on site in Paynesville. Jim Toms set up the keel, building moulds and Cedric Reynolds planked the hull and assisted the Elliott's to build the cabin and fit it out. Bruce Reynolds believes that the year was 1959 —60.

Vern had set the business up for his sons and when he realised that they were not really committed to it he sold the lot and the cruisers went to the Hawkesbury. The photo was taken on the Hawkesbury River.

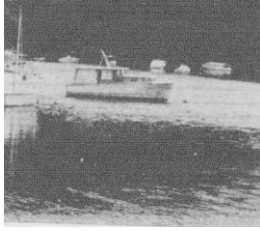


Figure 81: An Elliott & Sons cruiser on the Hawkesbury River.

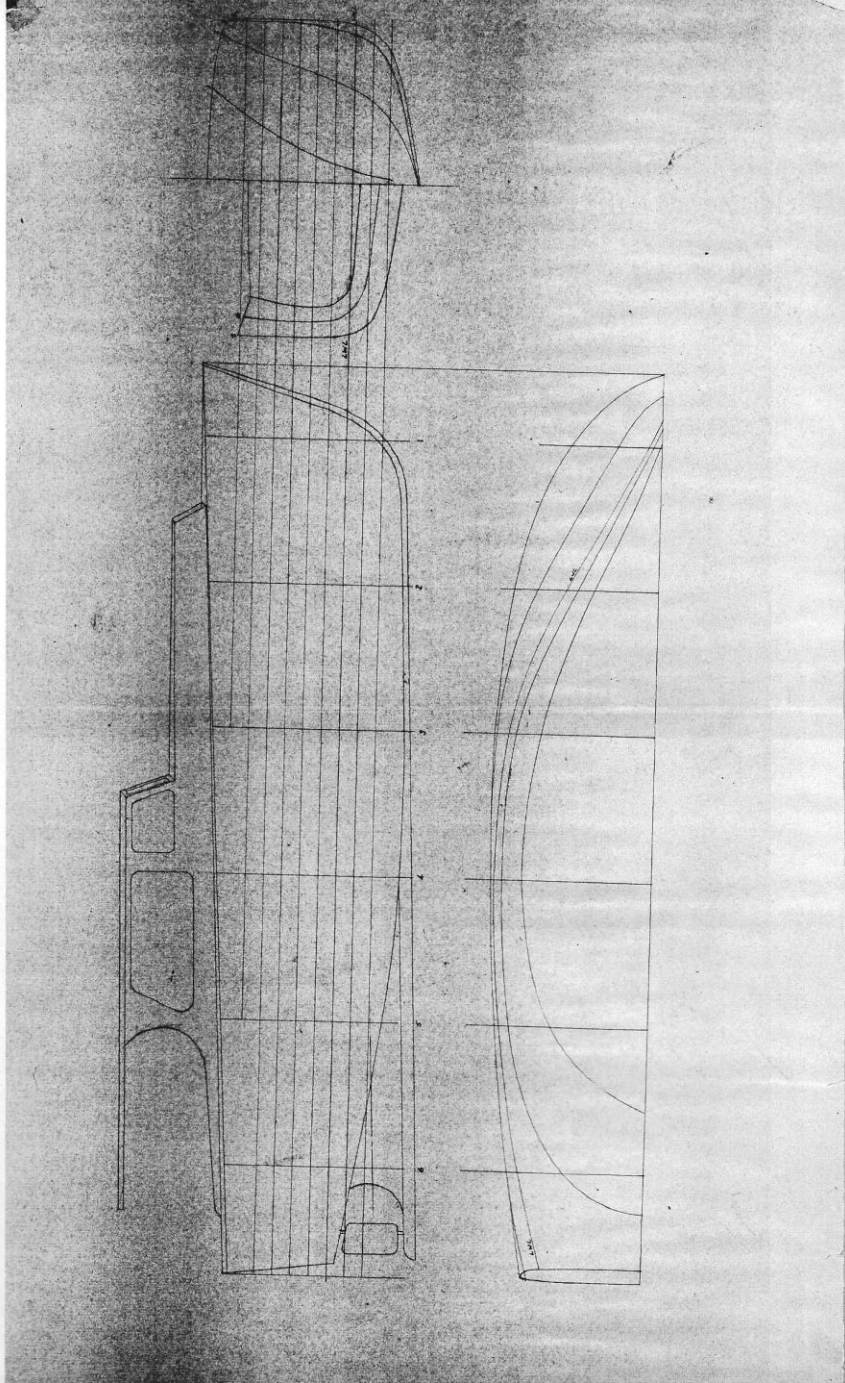


Figure 82: Line Plan, Elliott & Sons Cruiser, drawn by Bruce Reynolds in 1959.

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