

# *Jane*

## 46' Cruising Smack



| Outline Specifications |                      |              |             |
|------------------------|----------------------|--------------|-------------|
| L.O.D                  | 46'0"                | Draft        | 5'6"        |
| L.W.L                  | 40'0"                | Max Beam     | 15'0"       |
| Jibboom                | 9'0" over bow        | Displacement | 20 Tonne    |
| Total Sail Area        | 1200 ft <sup>2</sup> | Engine       | 4JH4HTE 110 |

A cruising sail boat that will awaken the explorer in you and take you cruising anywhere in the world with style, comfort and safety.

Hand built the "*Wooden Boat Shop Way*" this boat is economic to build, maintain and run, with looks to die for.

Building position for 2013 available.



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# Jane

## Purpose designed for cruising

The fishing craft that evolved in the southern reaches of Australia have been world revered for their seaworthiness, safety and comfort whilst working Bass Strait and the Southern Ocean.

Boats that men's lives depended upon for their lively hood, were always different from the light built narrow yachts that would come out on regatta day sporting huge sails with football teams to hold them down and haul on the sheets. Countless number of times we have heard people lovingly look at a skinny old racing yacht and say what a lovely cruising boat she is...

Fishing vessels were of a heavier construction, wide beam sensibly rigged and easily handled, designed and built to go to sea. Many of these boats have been converted for cruising, they have enjoyed life after fishing. The spacious bilges of the larger volume fishing boat allow room enough for a palatial fit-out and all the equipment for safe comfortable cruising.



It is a common dream people have that they would like to get an old Cray boat and fit her out for cruising. Thinking the 40 or 50 year old boat only needs a few new cabinets and a coat of paint to embark on a cruise, turns out to be a very expensive time consuming exercise with the sweet dream turning into a nightmare of endless labour or an abandoned hulk laying in a yard.

We say build her up from new, the finished boat will be stronger, better and usually cost less!

In the early 1980s Tim Phillips got together with Ken Lacco to develop Tim's idea of building a purpose built cruising boat. With inspiration from the Cousta boats, Cray and Shark fishing boats of Bass Strait the lines for *Jane* were laid down.

Jane is specifically designed to give just the right compromise of sailing ability and performance under power. The balance of the hull form will ensure she is light on the steering, on all angles of heel and at different points of sail.



**Above: The Tim Phillips model from which Jane has been born**

## Architecturally designed for family live aboard cruising

The layout has been designed by award winning Melbourne based architectural designers March studio. The collaborative design process has enabled the brief to be modelled and refined to a standard that incorporates fresh contemporary ideas and has exceeded all expectations.

### **Focsle**

- Anchor locker.
- Double bunk with storage under.
- Hanging locker.
- Bookshelf at head of bunk.

### **Head**

- Head with porcelain basin, pressurised hot and cold water and toilet to starboard.
- Shower to port.



### **Saloon Starboard**

- Table and seating for six comes down to a double bunk with storage under and behind.
- Separate settee with fold down desk/table incorporating storage including wine rack.

### **Saloon Portside**

- 2 single bunks with storage under.
- Wood heater stove.
- Wood storage area.
- Book shelves.

## Pilot house

### Starboard side

- Helm station with seat.
- Sliding door out to starboard deck.
- Single bunk aft of helm seat with large chest fridge below, 2 big draws for storage.

### Port side

- Seat
- Door to Port side deck
- Galley port side with Wallas diesel oven and cooktop, seven storage draws, deep copper sink and bench top.



## Cockpit

- The aft end of the pilot house will open into a large self draining cockpit, from which you will be able to hand steer the boat with a tiller under sail. The cavernous bilges of Jane ensure that storage aboard will not be a problem.

## Dependable Yanmar power



The 4JH4HTE *Yanmar* engine will deliver a continuous 100hp at 3100RPM and a top speed of 8.5 knots.

At seven knots the fuel usage will be around 5L per hour. This performance data is based on Tim Phillips' Storm Bay fitted with the same engine, which has cruised around Tasmania several times and proven this sort of economy is

achievable. Under power alone, in fair weather the 800 litres of diesel will give Jane a useful range of about 1000 miles.

The *Yanmar* global network of dealers and service agents will ensure the engine is kept in service according manufacturers specifications at all times, support is available from any major port worldwide.

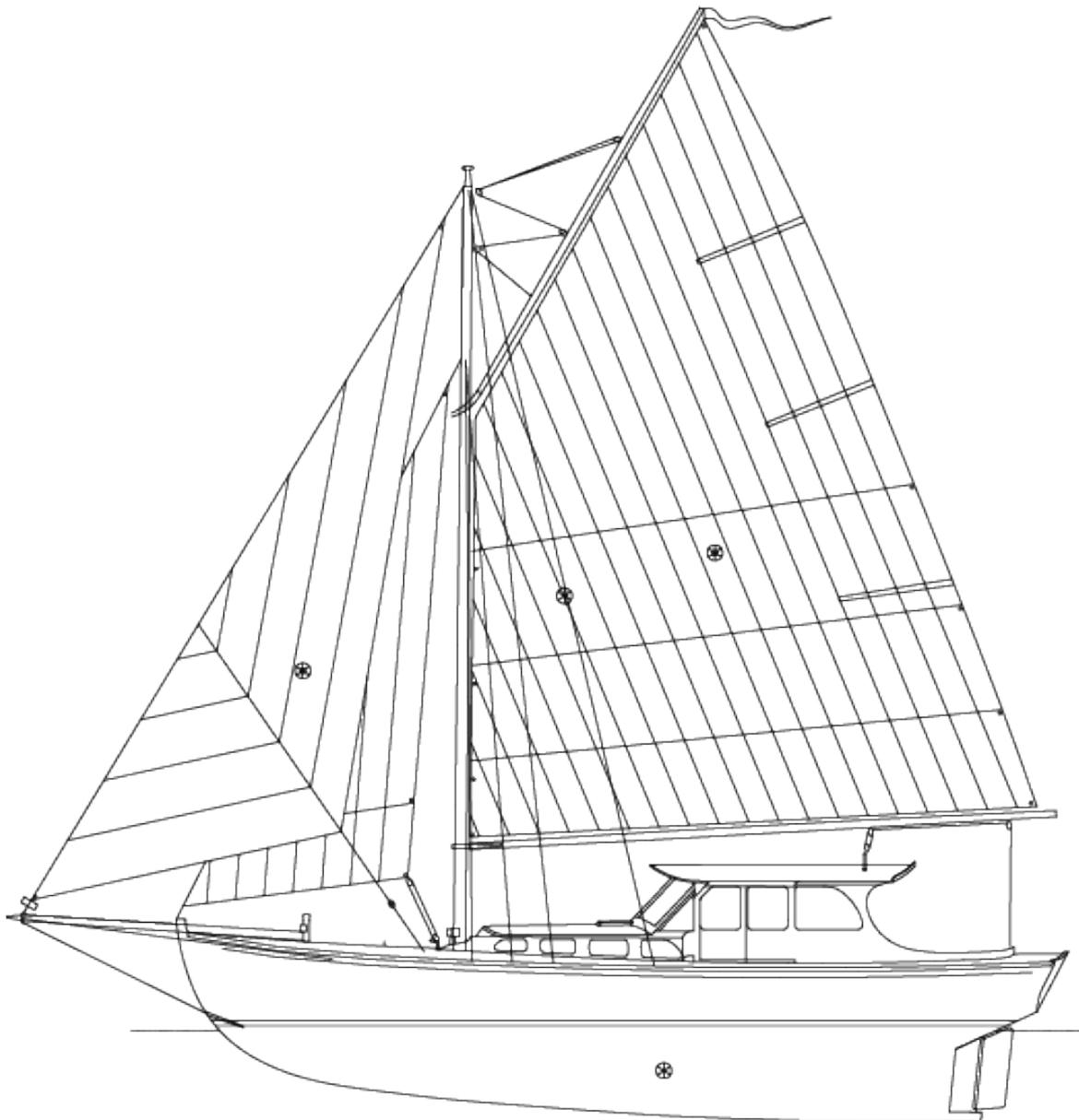
## How will she be rigged?

The low aspect gaff rig sporting 1200 sq' of sail has many advantages not considered by the owners of yachts with their lofty aluminium and stainless steel masts. With the sails down, the short mast has less windage when steaming to weather. When lying at anchor the boat will be steady and will not sail around on its mast.

The sails will be Doyle Fraser the legendary classic yacht sail maker Colin Anderson and cut with traditional down cloths complete with leather finish. The standing rigging will be state of the art Dyneema, spliced and served, in the traditional manner.

The running rigging will utilise Wooden Boat Shops range of wooden blocks with bronze bindings all fitted with ball bearing sheaves. 3 strand polyester rope will be used throughout.

The flying jib will be set on a furler, the staysail will remain bent on with hanks and hoisted from the mast. The mainsail will lower into lazy jacks with a zip up cover bent onto the boom. Our experience with this style of rig has proven that Jane will be very easily handled in all weather conditions.



## The Wooden Boat Shop Way

Designed and built “The Wooden Boat Shop Way” is a philosophy based on a fundamental chain of knowledge that has been passed down from men who in locally built Couta boats took on the open sea with wood, copper, iron and canvass. Modern thinking and material has been combined to create our own unique “way” that is the key to the success of our iconic *Couta boat*, *Nepean* and *Cheviot* Launches.



### Wood and Bronze

Built to last generations, wood and bronze features throughout all of our boats. These quality base materials resist the harsh marine environment and develop patina that will compliment the boats style through the decades.

The traditional carvel construction with laminated steam bent ribs combined with our proven solid cabin construction and laid deck methods, all unique qualities that distinguish our boats from the ever growing sea of stainless and plastic.

Upon critical inspection you will see that our boats are not produced from the pages of the general marine chandlery catalogue, unlike all other similar contemporaries, common stainless steel fittings will not be encountered throughout our vessel. Every fitting is purpose built in bronze or brass complimenting the wood, producing a unique ambiance and charm, a key feature of the Wooden Boat Shop way.



## **Wooden boat maintenance myths busted**

Time and time again we hear the expression that Wooden Boat ownership is maintenance intensive, these views based on old fashioned principles and bad experience have been busted wide open by the Wooden Boat Shop and affordable boat ownership enjoyed by many who have followed our way.

Our experience in maintaining the largest collective fleet of wooden boats in our part of the world, has led us to formulate a new approach to wooden boat construction, finishing and system installation.

All of the timber in our boats is durability number 1 rating, such as the beautiful African Teak decks and soles. Every timber component including the bronze fastenings are all backed of with epoxy glue or high quality polyurethane sealant keeping the water out.



Our Pioneering of 2 pack paint systems have extended the time between repaints 10 fold. They require only annual polishing to look like new again. The configuration of the clear finish areas is limited to the broad surfaces that allow maximum visual impact, they are easy to recoat and maintain. Our special ablative antifouling works the best of any antifoul on the market, never requires total removal between coats.



The WBS electrical system is so efficient it allows the 240v umbilical cord to be detached permanently. Leave the fridge on through the year, every light LED, the only major power consumption being the 240v inverter which if used wisely can be operated without daily engine usage. With sensible management the batteries will give long trouble free service.

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### **A collaboration with industry leaders**

The systems on our boats are at the leading edge thanks to our business associates and their commitment to providing world class products and ongoing service. *Yanmar* with their efficient, quiet, smooth operating engines, other suppliers/partners including, *Doyle* sails, *Simrad*, *Muir* and *Norglass*, are all outstanding industry leaders in their fields.



