

Newsletter of the OGA Western Australia

The Association for Gaff-Rig
and Traditional Sailing



September 2016

www.gaffrigsailinginwa.org

Welcome to the 2nd OGA newsletter for 2016. It is a trip down memory lane. By coincidence both Dave Cliff and Pauline Dilley independently contributed articles on how they came into sailing and the boats they have owned. In this spirit I have included a bonus picture of your scrawny editor and his Flying Ant from many years ago. We all have our sailing histories to tell, and as Dave says, "Why not share it with the OGA WA?"

Cheers
Peter Kovesi



Precious Little

Upcoming Events

Date	Event	Location	Contact
21-25 October	Dirk Hartog 400	Denham	
23 October	Retro Race 1	RPYC	
30 October	Raft up	RFBYC	Jeremy Stockley jeremy@stockleys.net
20 November	Retro Race 2	RPYC	
22 November	OGA General Meeting	RFBYC	
26/27 November	Peel-Harvey Raid		James Bennett jamesb@austal.com
11 December	Retro Race 3	RPYC	
22 January	Retro Race 4	RPYC	
24 January	OGA General Meeting	RFBYC	
10-13 February	Aust. Wooden Boat Festival	Hobart	
12 February	Retro Race 5	RPYC	

If you want to enjoy any of these events please do not hesitate to get in touch with the contact person. Crewing places are almost always available.



Duyfken

President's Log

Welcome to the September 2016 issue of the OGA of WA Newsletter. I suspect many of the WA “gaffers” have been spending a fair amount of time maintaining their boats. I know *Hakuna Matata* has been the subject of intensive maintenance activity as has *Wee Birlinn*. I have been working on *Gryphon* and she now sports new gunwhales and rubbing strakes courtesy of O'Connor Wooden Boats. Interior brightwork has been renewed and a few chips and dings repaired.

I did a little reading over the past few months. Of special interest was a book *1606: An Epic Adventure* by Evan McHugh, which discusses the maritime history of Australia from 1606 through until the colonisation of Australia. An easy but informative read and well worthwhile.

Rob Mundle has written on the same subject in *Great South Land* and followed with books on Cook, Flinders, Bligh, the First Fleet, etc. All well written and worth the read, especially the story of William Bligh.

For one interested in the evolution of the double enders, John Leather's book *Colin Archer and the Seaworthy Double-Ender* arrived and was consumed with gusto.

The coming sailing season commences with a busy schedule with the start of the Swan River Retro Yacht Series (SRRYS) coinciding with a plethora of events at Shark Bay celebrating the 400th Anniversary of the landing of Dirk Hartog at

Cape Inscription. A few of the OGA of WA members will be up there and so will miss the start of the SRRYS. In relation to this event several of the C Fleet escorted The *Duyfken* out of Fremantle as she commenced her journey south then north to Shark Bay.

Key events for the early part of the 2016-17 season are the Raft-Up at RFBYC on 30th October, the Peel-Harvey Raid on 26th and 27th November.

As many of you are aware, Paul Ricketts is not well and is unable to sail. The OGA ran a cruise and lunch for Paul and his family recently and we propose another when we can identify a good weather weekend.

Finally your committee will be continuing to plan and execute events that meet the interests of all members. If there is something that you would like to do sailing-wise, please get onto a committee member or advertise it on our Facebook page under OGA of Western Australia www.facebook.com/groups/1733609723588120/

I am looking forward to a good season of sailing, a bit of competition with the SRRYS, some fun and companionship on the next raid, and a chance for the OGA to show off some lovely gaffers at the raft up.

See you on the water soon

Chris Robinson
President
OGA of WA



Duyfken send off

My Introduction to Sailing

Pauline Dilley

Sailing appealed to me as a child, but so did anything my 3 big brothers did, but to me, in my early years, a boat was something which lay upside down in our garden and we climbed on it. We grew up in South Wales, 100 metres from the very tidal, chilly grey waters of the Bristol Channel. My brothers built rafts and canoes which were launched from our beach, always captained by the rather boring boy from across the road, John Dilley, and these efforts usually ended in a sinking.

My 3 sisters and I got on with our ballet and piano lessons.

Then at age 25 I discovered that John was not so boring anymore and fate dealt me a wonderful hand. Although nothing was said during our short courtship, once we were married there was no choice, I was expected to sail, and love it. Fortunately I took to it like the proverbial and I can still recall meeting my first shackle, and how wonderful I thought it was, such a useful object!

John had built a Fireball, 'a high performance two person dinghy, offering exciting sailing and intense competition' for all its 16 feet, so this is how I cut my teeth. Sailing on the Bristol Channel is not for the faint hearted, and even in mid Summer, a wetsuit is essential. In 1973 all wetsuits were made of black rubber, lined with cotton, not soft comfortable neoprene. And so, having been wooed with rubies and diamonds, I now found myself dressed from head to foot, literally, in black rubber. John thought it was a great look!

The boat was stored on the very public Esplanade on Penarth seafront, near Cardiff, and the launching ramp was a single lane timber construction which, because of tidal rise and fall, snaked its way across the grey pebbles, across the grey estuary mud, and so down to the grey sea.

The winds were very flukey, bouncing off the cliffs, coming from all directions but hey, this is sailing!

I loved it from the word go, and quickly learned the skills required for joining the racing. I would never have imagined that I could learn to right a capsized boat without even getting wet, a thrilling achievement.

The day came when John presented me with what looked like a mediaeval chastity belt, heavy old canvas with rusty metal clips and instructed me to put it on. When I asked what it was he said a harness. OK. Married only 3 months, rubies, diamonds, black rubber and now a harness? Where was this going? I was soon to learn.

I soon got the hang of the harness and being out on the wire, enjoying the sensation of balancing the boat with the wind, and being able to stretch my legs after the cramped confines of the dinghy. No better way to spend a Sunday morning.

Thus I was deemed ready to race. Racing I decided was John's business, I would just follow his instructions and enjoy the ride. So when he called 'ready about' just as I was enjoying being out on the wire, for some reason I said 'no thanks dear, I'm fine out here' and suddenly the world as I knew it changed. There was a mad scramble as he called 'lee ho' and went about regardless, after which he informed me I was guilty of mutiny—I had defied the captain's order!

That's when I learned that some people can be very nice in their daily life but put a tiller in their hand and they become a completely different person.

Our sailing gave us many wonderful adventures and our 3 children are themselves competent sailors, though none of us share John's absolute passion for sailing.

Our succession of boats included a 2nd

Fireball, a GP 14, and a Yachting World 21ft dinghy, with which we had to part to come to Australia.



We selected Rockingham as a place to live whilst having a beer in a pub in Swansea. It was 1986 and there was a push to get people to visit WA for the Americas Cup. We reckoned it looked like good sailing grounds. We were stunned by the crystal clear blue waters and the mere 1 metre tidal movement, if somewhat challenged by the infamous 'sea breeze'.

We joined Safety Bay Yacht Club and bought a 16 ft Corsair and joined in the racing, followed 5 years later by the boat of John's dreams, a Wharram 28ft Tananui catamaran called 'Dawn'. That was when we became cruisers.



It was while we had 'Dawn' that we met Wally and Shirley Cook and heard about OGA. We soon joined up, began a wonderful lasting association with OGA, and bought a 28ft cutter-rigged gaffer called 'Mayflower'. She had started life as a fishing boat in Shark Bay and was re-born as a sailing boat in Rockingham, refurbished by fellow OGA member Eric O'Keefe.



'Dawn' went to a couple of brothers who came from Guernsey and they sailed her to Broome. We lost track of 'Dawn' but the brothers and their family became close friends, but that's another story.

'Mayflower' gave us many wonderful years of adventures, but we parted with her to go into partnership with fellow OGA members Peter and Diane McDermott, in the purchase of a 35ft Crowther Witness catamaran called 'Spirit of Esperance', built in Esperance by Tony O'Brien, with the aim of doing some ocean-crossing. Sadly health issues got in the way, but we still kept company with OGA and even became a hospital ship when a sick member needed a trip to Rottnest. At this stage John and I acquired RST and Marine Radio tickets.



Sailing has filled my life with adventure and fun, plus that inevitable 5% of sheer panic, of course, and even though John is no longer here as the driving force, and though my abilities have since reduced, (no more sanding and anti-fouling for me) I still enjoy the association and enthusiasm with OGA. My most recent outing just this month, was on a 35ft catamaran out of Panormos, Crete, for a sunset sail, where I was allowed to take the helm for a while. None of the work and all of the joy. Sheer bliss!

For Sale



JOANNE

24 foot double-ended gaff cutter built in 1964 in good condition. Carvel planked jarrah on steamed karri ribs and copper fastened. Traditional cotton canvas main, staysail and jib in good condition. Fitted with a reliable 8hp Yanmar diesel engine. Improvements over the last 4 years include new stainless rigging, fuel tank replaced, worn gudgeons repaired, two 20l water tanks fitted and minor recaulking as required. The cabin is fairly basic with 2 bunks, a set of drawers and shelving. \$5,400 negotiable.

mob: 048 777 0330

email: kent.williams@omninet.net.au

My Boat Ownership History

Dave Cliff

I often find it interesting to know how and when people first started sailing and what they sailed in. We frequently share the same route and often the same boats.

I was lucky to have a father and a grandmother who enjoyed sailing and were able to pass on their enthusiasm for it and show me the ropes.

I started out in a lug rigged 12ft clinker built dinghy, which my grandmother owned on the river Dart at Dittisham, in Devon. It was a heavy and stable dinghy with a small sail area making it ideal to put young kids into. I learnt the basics in it but my brother was always keener to go fishing, a difference that continued.



My father, at about this time, bought a converted ship's lifeboat and a heavy clinker built pram dinghy also with a tiny lug sail. This we used to put on the roof rack and take down to Dittisham for our holidays.

The converted ship's lifeboat was restored and we added a gaff rig and mizzen as well as bilge keels. It was never going to sail well but it was a welcome relief to switch the diesel engine off and sail downwind along the Lincolnshire rivers.

When I was about 13 we bought a Mirror dinghy, which I shared unsuccessfully with my fisherman brother. We moved to Cornwall and I started racing it at Restronguet Sailing Club, Mylor on the river Fal.



The club had a fleet of Uffa Fox designed Firefly dinghies and a trio of champion sailors. I also sailed Fireflies at school and captained the school team so as soon as I could I sold the slow Mirror and bought a Firefly and went overboard on the paint job. I really enjoyed that boat and I now often dream I have discovered it again at the back of a boat shed. I took it to the National Championships a couple of times and although I was never very good, the

experience of sailing in a fleet of 130 boats was memorable.

Like most young adults ownership of boats lost its attraction as I went through University and then moved out to Perth with my young wife and started a family. My next yacht was an Endeavour 24, which was moored in Pittwater. We had moved to Sydney for work and made the rash decision to buy a yacht rather than a house. What a great sailing area Pittwater is, we loved the coves and beaches.



Sense prevailed, the boat went and a house was eventually purchased and it wasn't until I moved back to Perth that I bought my next yacht, a red S80 *Synergy*, which I raced at RPYC for 5 years and then sold. It was a highly competitive fleet and great fun if you could keep a steady crew together.



Sailing at NYC I came across Rob Webb who had recently built an Iain Oughtred designed Fulmar which he persuaded me to buy.



What a lovely boat that was but I had one more ambition and that was to own a real gaff rigged yacht and as readers of the last OGA WA newsletter know, I went back to my Cornish roots to buy a Golant Gaffer.



What is your boat history? Why not share it with the OGA WA.

See you on the water.

Cheers Dave

The OGA is on Facebook

Yes, can you believe it? Don't run away screaming, relax, it's OK. You do not need a Facebook account to enjoy the OGA Facebook page, you can visit it just like an ordinary web page at

www.facebook.com/groups/1733609723588120/

If you are reading this as a pdf on your computer you should be able to click on the link above and you will be taken to the page which you can then bookmark.

While the OGA web page at www.gaffrigsailinginwa.org hosts all the formal information of the association the Facebook page is intended to handle 'informal chatter' on things we are doing, pictures we have taken, interesting links on the web, and so on.

If you want to make your own postings on the page then you will need to join Facebook. This is straightforward but if you want to have minimal Facebook exposure, as I imagine many of you do, it needs a little work. As you go through the sign up process Facebook will seek to get as much information about you as possible. You only need to give your name, an email address, date of birth and gender. At every other suggestion that you fill something in simply leave it blank, and decline any suggestion that you sync contacts or any other information with Facebook. Quite a good description of how to minimise your Facebook exposure can be found at:

www.makeuseof.com/tag/create-a-facebook-account-for-read-only-mode-weekly-facebook-tips

In addition to the OGA's Facebook page there are many other pages of interest. Being a C-Fleet type of guy these are the ones I often visit. Remember you can visit them without being a Facebook member.

- Dinghy Cruising Australia:
www.facebook.com/groups/612113892272272/
- Dinghy Cruising NZ
www.facebook.com/groups/dinghycruisingNZ/
- John Welsford Small Craft Design
www.facebook.com/groups/440526479459574/



The editor and his Flying Ant at MBSC sometime in the 70s

The Schooner *Atlantic*

Peter Kovesi

Last year I found myself in Ensenada in north western Mexico. The skyline near the port was dominated by a huge three-masted vessel in the commercial boat yard. Asking around I discovered it was a replica of the schooner *Atlantic* undergoing a refit. Unfortunately the boat yard was off limits and surrounded by a high wall, nevertheless you could still see much of the vessel above the wall. By sticking my hand in sideways through a gate and blindly taking a large number of random photos I got some views of her at ground level too.

The original *Atlantic* was designed by William Gardner and launched in 1903. In 1905, skippered by the legendary Americas Cup helmsman Charlie Barr, she won the Kaiser's Cup, a Transatlantic race from Sandy Hook to the Lizard. She sailed the 3006 miles in 12 days and 4 hours. *Atlantic's* 24-hour record was 341 miles, an average speed of 14.1 knots. This record was held until 1998.

The replica was commissioned by Dutch yachtsman Ed Kastelein and was completed in 2010.

Her dimensions are extraordinary

Length on Deck	56.43 metres
Waterline Length	41.18 metres
Beam	8.85 metres
Draught	4.9 metres
Displacement	303 tonnes
Sail Area	18,500 ft ² 1,750 m ²

The replica vessel's website:

<http://www.schooner-atlantic.com>

The original vessel's Wikipedia entry:

[http://en.wikipedia.org/wiki/Atlantic_\(yacht\)](http://en.wikipedia.org/wiki/Atlantic_(yacht))



Booms

Peter Edmonds

The Inspiration

A few weeks ago I picked up 2 sailboard wishbone booms, with the bonus of 2 sails from the verge, to add to my interesting boat bits. The idea is that these will be available to me and other OGA members to try out. The booms are 1.6 m and 2.7 m long. Any takers? Size will suit C fleet, with its strong culture of diversity.

Sail dimensions are to follow.

I am by nature a handyman tinkerer, which carries through into my major recreational activity/sport/hobby of boating.

Making these items available to our OGA community is the means for starting me on some newsletter contributions, drawing from my long involvement, both professional and recreational, in the marine field.

Why a Boom?

What I am writing applies to mainsails, mizzens, and schooner foresails (should you find one). I suppose much of this applies to boomed headsails, although I am not specifically addressing this area.

It is rarely practicable to sheet the clew of a mainsail or mizzen direct to the boat hull, together with achieving an adequate length of foot. Also, sheeting direct to the boat hull may work out all right for close hauled, but doesn't spread the sail out when sailing off the wind. The extreme example of restricted sheeting position is the single point on a yawl's bumpkin.

The Foot Boom

This is my label for the conventional boom, at the foot of the sail, pivoting about the mast. The sail is attached (fixed) at tack, at clew, and optionally

along the foot by internal boltrope, slides or lacing. Ready adjustment at clew is required if you are at all serious about sail shape. The clew attachment can be subject to high loads to accommodate leech tension; often the highest sail attachment point load in the whole rig.

Foot attachment has become of lesser importance over the years, enabled by synthetic sail cloths, which allow ready doubling at tack and clew to handle the high point loads. Similar considerations apply to the cringles and reef points of the temporary foot formed by a reef.

Forget about roller reefing. It seemed a good idea at the time. However in the larger sizes the rig engineering of allowing attachments to boom at ends only loomed large. Also, control of sail shape as it is rolled isn't easy, and rarely effective. The slab reef does it so much better, and easier, particularly since the jiffy reef has been developed.

Foot attachment is required where a bendy boom is used for sail shape control. However, this has largely disappeared, with shape of lower sail being controlled by clew outhaul.

Control of sail twist, and shape through mast bend if applicable is through main-sheet position (traveller) closehauled, and boom vang off the wind. Catamarans often use a long traveller for control of sail twist off the wind, as there is plenty of boat beam to accommodate this, and commonly very little height between boom and heel of mast to accommodate a boom vang.

I recollect that the Finn and OK used a rotating mast, with a tenon on the boom through a slot in the mast. Rising of boom (and off wind sail twist) was controlled by a wedge pulled in from forward under the boom. I have never sailed with this option.

The Loose Footed Sail

In this context I am referring to the boomless sail, rather than the boomed sail attached at tack and clew only. Nice idea, but difficult to implement effectively and achieve reasonable sail shape close hauled. I don't think anyone has ever achieved anything effective for achieving downwind sail spread.

Effective sheeting of a loose footed mainsail is akin to the sheeting of a headsail.

Many of us had the opportunity of seeing the Norsk Albany based boat sailing with our C fleet at the start of our Easter Sunday cruise. She has curved gaff, which brings the mainsail peak aft and leech closer to vertical, loose footed main, and plenty of boat aft of the mainsail clew. Surprising to me was that for an innovative and established series production design (GRP build) the mainsail sheeting hadn't been addressed properly. For some time I sailed with this boat, but didn't have the opportunity to sail on board.

The mainsail was sheeted to a short traveller in the bottom of the boat. In fairly light wind the skipper appeared reluctant to keep adequate tension on the mainsheet, resulting in the mainsail being very full at the foot for much of the time, and the boat failing to retain its available closehauled speed for the wind strength. I believe this is what was behind the skipper's decision to drop out of our full passage to Frenchman Bay. Goodness knows what would have happened in a fresh breeze with mainsail spilling. My initial observation was that the main should have been sheeted to a point 200 - 300 further aft.

Some of the 16 ft Sea Scout "Sea Boats" were or are ketch rigged. Most, including the Leeuwin Boat Shed fleet are sloops. (I was project leader for building the mould and first of class for the GRP series for the 1979 Jamboree and onwards.) My recollection is that we had mainsail sheeting points both sides in the sternsheets. We

would have been able to adjust these fore and aft to get an effective vertical sheeting angle, emulating the sheeting of a headsail.

The Sprit Boom

Again, this is a label I have made up for the purposes of differentiation for this article. Think of the sprit; a spar with its outer end attached to a corner of the sail (traditionally the peak), and the inner end with a soft, often adjustable connection to the mast. This is instanced in the traditional Thames barges, and the contemporary Optimist and the Aussie Opti look-alike.

Much of what I have written about the sprit boom applies to the wishbone boom, following, from their shared geometry.

For the boom the clew can be attached to the outer end of the spar, with a floating connection at the mast. The attachment point can be set above the mainsail tack. An instance of this is on our President's *Gryphon*. Paul's *Araluen* arrived with this configuration, and a rather messy mast attachment. He has changed to a foot boom with jaws. Something like this sprit boom appears in some of the modern skiffs, which I haven't studied for this article.

With the sprit boom being on one side of the sail it constrains sail shape on one tack, in common with many other rig features; sprits, masts with lugsails and junk rig, battens with junk rig, etc. A lot of the time this probably doesn't matter much. Mainsails need to be fairly flat near the foot, at least in some applications, for effective performance. Also boats with sprit booms are rarely at the cutting edge of competition.

The big payoff for the sprit boom is that it frees the foot area of the mainsail (and space for crew heads and bodies) from a large and heavy structural item. It also frees the forward part of this space from a boom vang. It also reduces or eliminates

bending loads on the boom. Mainsheet position matters here.

The line of a sprit boom angled to the foot of the sail means that some of the compressive force of the boom is applied to mainsail leech, instead of to foot only. (In fact, the force spreads between foot and leech, into the fabric of the sail, as well as being in both foot and leech.) The boom compressive force has a initial still air pre-tension, and is augmented by forces from wind pressure on the trimmed sail once underway.

Essentially there are 3 forces; all in balance, at the clew end of a boom. These are the sail tension (at the clew cringle), boom compression, and mainsheet tension, where mainsheet is attached to the end of the boom. This is complicated a little by boom bending moment where the mainsheet is attached forward of the boom end point.

Why does this matter? By raising the mast end of the boom sufficiently, mainsail twist off wind can be controlled without needing a boom vang. How much is “sufficient”? Not a lot, as in this case we are looking to constrain only a gross upward movement of the boom, with modest forces.

I have been through this because the forces and shapes achieved from the rig settings achieved while rigging up on the beach don’t carry over to the same setting moved out to the boat powered up under the various wind strengths and points of sailing encountered underway. This is general, not specific to the sprit boom. However, an understanding of the forces involved under the differing conditions encountered can be of value both in what you choose to install, and how you set it up from time to time.

The Wishbone Boom

This is essentially a structural complication of the sprit boom, with 2 curved mem-

bers, allowing the sail to be shaped unconstrained by spar contact. These are normally attached to the mast, with soft connection to the sail.

The name, I believe, comes from the 2 part spar, used aloft for a sail set on the foremast of a schooner, above a main staysail. This variant changed what was essentially a staysail schooner to a wishbone schooner, with effective sail between the masts. We don’t see many of these around.

I have some recollections of a wishbone boom on an unstayed rig (no upwind headsail) on a keelboat on the river some years ago.

The modern application is the sailboard rig. The wishbone allows substantial outhaul tension to be applied to generate mast bend and sail flattening appropriate to the wind strength. I don’t think that a discourse on board sails is of value in this OGA environment.

What To Do

Go out and try something, with these booms, sails or otherwise.

I also have a 4.3 m x 48 o/d bare alu tube mast, with a 2.6 m effective plug in timber topmast available for trials. This is effectively a free standing mast, socket mounted.

One that may be worth trying is to have a sail on mast that hauls out to wishbone boom to set, and brails in to mast with outhaul released. The boom could be topped up to mast, leaving the boat aft of the mast clear of sail and spar.

Conclusion

Not every boom option is available to every application. (Note that for one designs the options are available to the designer, but not the boat owner/operator.) Geometry of both the sail and the nearby boat structure come into this, as do the

objectives and preferences of the boat owner/operator. Mast bend is a governing factor, too. However, this review may give people some food for thought, and possibly to go out and try something.

Don't be sucked into just copying rigging solutions from other boats. There are all

too many that are poorly done, limiting the effectiveness of the installation. I instanced some in this article.

It has been interesting and informative for me to put my thoughts together for this article.

Peter Edmonds

For Sale

WEEDY SEADRAGON



Caledonia Yawl for sale, launched 2010, professionally built and maintained. Sadly has had little use in the last few years, comes with licensed trailer. Price \$15000 ono.

Contact: Tony O'Connor

0423 284502

oconnorwoodenboats@outlook.com

www.oconnorwoodenboats.com

For Sale



IMMACULATE WOODEN ROWING SKIFF

“Catoars” is a 14 foot (4.2 metres) English rowing skiff, single sliding seat with Coxon seat. Clinker built of mahogany on oak frames to be part of a fleet of boats in Rotten Park Birmingham in the 1920s, she was found derelict in a field in 2000 & professionally restored in 2003 to as new condition. Although used extensively in the UK for seven seasons and three seasons here in WA, she has been ardently maintained throughout that time, being varnished externally and finished in Deks Olje oil internally. When not in active use, stored in garage. She has folding outriggers, facilitating bank mooring and storage.

She comes complete with extensive equipment:-

Licensed trailer, purpose-built professionally in 2010 with road cover.

Launching and recovery wheels.

3 sets of blades (2 needle, 1 macon).

Short mast with lugsail (primarily for down-wind sailing).

Cushions and covers, land anchor, period boathook/paddle, wet weather covers, alternative fixed seat instead of sliding seat, flagstaff & ensign.

Owners can no longer use for medical reasons and disliking a boat of this quality and historic interest not being used, reluctantly offer her for sale.

\$8,000. More information available on request but serious enquiries only, please.

Robert King Tel: 92469302 or e-mail: kingr46@outlook.com

For Sale



Eileen

6.4m Timber Gaffer. Pretty little boat built by Ken Crabbe in East Fremantle in 1949. Excellent condition; Yanmar YSE 8 diesel engine, new sails by Shoreline in 2015. Any reasonable offer considered.

Enquiries: Anne Arnold 9286 3367 or annearnold@iinet.net.au



“MARA”

MARKO SAMBRAILO CABIN CRUISER BUILT BY DRAGO SAMBRAILO

\$15,000

Lovely cabin cruiser built by Drago Sambrailo for his personal use. Diesel shaft drive makes for safe and economical boating. If you want to simply cruise the river or make short ocean passages with overnight accommodation this vessel will suit in good order.

Built 1980. Length 25' - 7.63m

Marine ply hull and decks.

Volvo Penta diesel shaft drive.

V berth forward.

Contact Chris Robinson 0409 553 870

Contact the OGA

www.gaffrigsailinginwa.org

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