

# Newsletter of the OGA Western Australia

The Association for Gaff-Rig  
and Traditional Sailing



July 2018

[www.gaffrigsailinginwa.org](http://www.gaffrigsailinginwa.org)

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**Pilbara Success**

## President's Log

Dear OGA of WA Members,

Another newsletter is out courtesy of Peter Kovesi. It is a difficult job putting out a newsletter and we need your contributions. Anything of interest to our members in relation to gaff rigged yachts, sailing of these vessels but most importantly we would like to hear what you have been up to or plan to get up to. Plenty of photographs too - "a picture is worth a thousand words."

It is with real sadness that we hear of the passing of OGA Life Member, Mike Igglesden. Several of us attended a memorial service for Mike at MBSC recently and heard from his son the amazing life of Mike (and Mary). Mike was an outstanding contributor to sailing in WA, in his quiet and unassuming way. At the service I learnt so much more about Mike's endeavours that I was sad not have heard them from him directly but sadly this is not to be. I do however have a thumb drive with Mike's writings on it, please let me know if you would like to borrow it. Vale Mike Igglesden and condolences to Mary.

With the close of the sailing season comes the results of this year's Swan River Retro Yacht Series and the OGA Swan River Regatta. The Swan River Retro Yacht Series incorporates the OGA Consistency Trophy which this year went to Andrew Bochenek in "Fala". Andrew, well done but look over your shoulder I know there will be a couple of C Fleet yachts out after you next season! CrazyBird I know is having a bottom job and other mods so look out.

The OGA Swan River Regatta was sailed in very light winds and only part of the fleet finished within the time limit. Congratulations go to Owen Stacy in "Canobie" who won Fastest Gaffer on the Swan Trophy and Jenny Fitzhardinge in "Aeolus" winner of the President's Trophy for the fastest B Fleet Yacht (Classic Yacht). Peter Kovesi in "Whimbrel" was awarded the Sprit of the

Regatta Trophy for his efforts. While not finishing, Peter was first C Fleet yacht to reach North Point Walter mark. This before the wind failed completely and the rest of the fleet retired.

The 2019 Regatta will be sailed later in the season and in the afternoon with the view that better sailing conditions will be on offer.

This year's social sailing has been interesting with one long day on the water sailing into Perth Water from Crawley Bay then down to Point Walter for lunch then back with a solid sea breeze to Crawley. Other events have included cruises on the Murray River all in superb conditions. These are great events for friends and family and for gaffers to enjoy a relaxing day on the water.

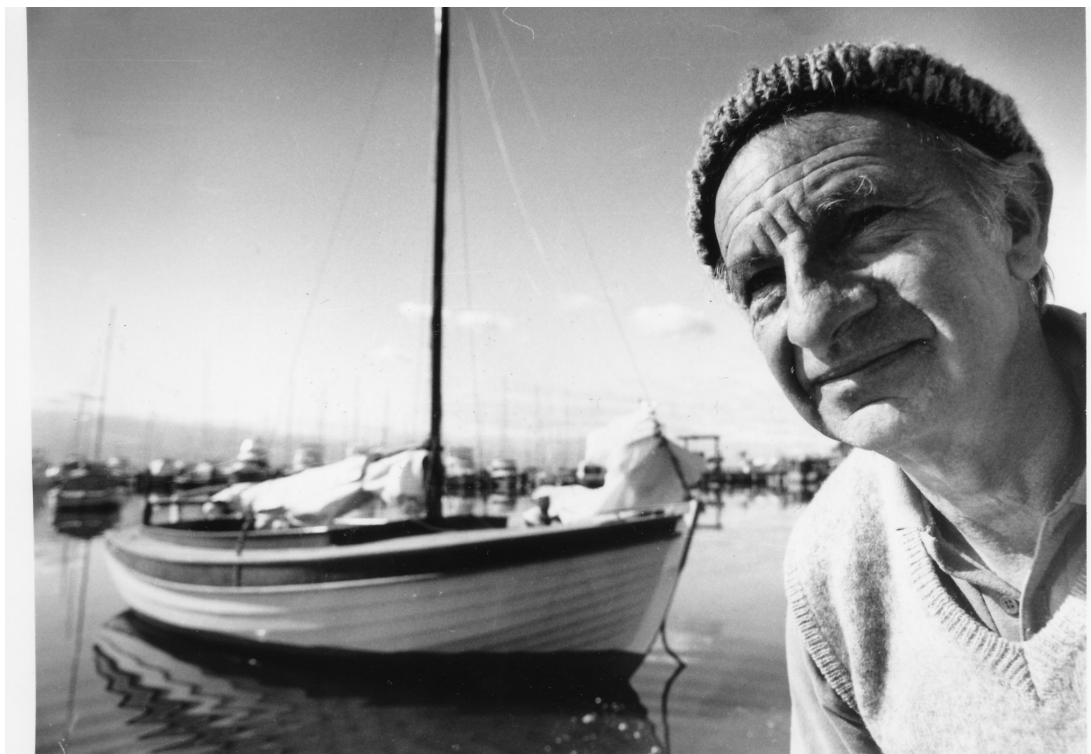
The draft program for 2018-19 is now on the website and will be presented at the AGM. Any suggestions for events are welcome. Of special interest are the Dumbleyung Rally weekend in October, the OGA Peel-Harvey Rally early December and the OGA Christmas Function at RFBYC in December. We also have a Winter Dinner at RPYC scheduled for 17th July at RPYC.

This year's AGM is an important one and all members are requested to attend as we will be presenting the updated Constitution for member's approval. You will have received advice regarding the AGM and accompanying documents.

Finally, this will be my last "President's Log" as I will not be seeking re-election as President of the Association after three years in the chair. Thanks to the committee and OGA members for your support over this time. I am looking forward to seeing you all on the water or at social functions, or both, in the coming year.

Chris Robinson  
President  
OGA of WA

## Mike Igglesden 1930-2018



As Chris mentioned in the President's Log we are all saddened by the loss of Mike Igglesden. Mike first joined the OGA in 1992 with his beautifully restored *Oriel*. He and Mary brought a wealth of experience to the Association and contributed to the OGA in innumerable ways. However, I suspect what many of us had not appreciated was the extent of Mike's contribution to sailing in Western Australia. In many ways he was an unsung hero of sailing in this state.

In addition to his sailing contributions Mike was also an accomplished author having written a series of three books covering his autobiography and a fourth book covering the history of the Igglesden family.

Mike and Mary introduced the GP14 Class to Western Australia developing it into a large fleet. Mike and Mary won a number of state championships and Mike was also national champion in the class in 1969. They brought the GP14 World Championships to Perth in 1979. Also in that year Mary was awarded Honorary Life Membership of the International GP14 Association for her contributions to the class.

However it was Mike's establishment of the State Training Centre at Mounts Bay Sailing Club that was perhaps his most significant contribution to sailing in the state. I first encountered Mike at MBSC when I was a scrawny teenager sailing Flying Ants, and then Cherubs. On a few occasions I helped out in some of his classes. At the time I had no appreciation of the pioneering work that he was doing and what he had done to create the Centre. Through his Centre Mike introduced many hundreds of students to sailing. He also established inter-school sailing in Western Australia, running the first regattas of this kind in Australia.

In order to set up his Centre Mike had to spend a number of years carefully laying the groundwork for its establishment dealing with the powers that be at the West Australian Education Department and at Hollywood Senior High School, where he was a teacher. As part of this process in 1974 he used his 6 months long service leave at half pay to spend a

year in the UK to become an accredited RYA instructor.

Below are two paragraphs extracted from Mike's second book "Autobiography of Michael John Igglesden A mix of memories and anecdotes 25 to 45 Years"

One of the prime reasons for our year in England was for me to become an accredited Sailing Master. My ambition was to introduce school sailing in Perth. This could only be achieved by obtaining this certification. I was booked into a Sailing Masters course being held at Cowes, Isle of Wight, from 20 – 27th July.

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Anyway I was awarded "Senior Instructor Sailing Master and Coach Award" which enabled me to become a Principal of a Sailing Centre in the RYA Scheme. As one of my achievements in life I am very proud that I was largely instrumental introducing, over the coming years, an Australia-wide programme, later to be known as the Australian Yachting Federation Training Scheme.

Mike's books are a great read providing a steady stream of wonderfully described family adventures and personal narrow escapes. To give you a taste of his work here, from his second book, is his description of a memorable day during his Sailing Master's course at Cowes.

## **DAY ON THE SOLENT**

### **Mike Igglesden**

The container ship had been steaming up the Solent, and when first noticed by the two cold, exhausted men was about a mile distant. They had just righted their Wayfarer dinghy for the second time in 10 minutes and, having wearily climbed aboard, the question, 'Are we having fun yet?' was no longer on their lips.

The dinghy was part of the training fleet which had been, in spite of the precautionary reduced rigs, completely dispersed by a rather vicious squall which had scattered the boats far and wide. The breeze had settled down to a 25 knot westerly, with the resulting wave pattern throwing the partly submerged boat around in a wallowing, drunken fashion, boom crashing from side to side, jib streaming out to leeward cracking and whipping in a most unnerving manner. The crew's bailing was frantic.

It soon became patently obvious that the approaching ship was on a course which could bring her uncomfortably close to their present position. It would be a great idea to manoeuvre themselves into a more favourable situation. Being run down by a 15,000-ton ship seemed to be an undesirable finale to their sailing course.

Tension aboard was rising. A fierce argument arose between the two frozen and frightened dinghy sailors. The for'ard hand believed their options were nil. His view was that, since the boat had been righted onto a potentially port tack situation, to regain control of the water-logged dinghy she would have to be jollied around to bear away on a port reach. Unfortunately, he conceded, this procedure would place them on a collision course with the looming menace but, upon gaining speed, they would then be able to 'go about' and head away on a reciprocal course. The skipper, on the other hand, was all for gybing around, in spite of the strong gusting breeze and the sloshing bilge water. This action, the crew believed, would be courting disaster – probably another capsize. Mutiny.... The crew, in desperation, staggered back to the helmsman, pushed him to the floorboards, and told him it was his turn to get bailing – as a warm up exercise.



Time passes quickly when you're having fun.

Eventually, enough way was gathered to enable a 'go about' attempt. The monster was very close and bearing down on them at a frightening rate. The helm was put down, prayers muttered – it is surprising how some situations engender religious fervor – the sails were trimmed, as the dinghy slowly responded. The choppy seas breaking onto the port bow of the sluggish hull stalled her when she reached the head to wind position. She gathered sternway.

The ship was, by now; close enough for its bow wave to be a further threat to the Wayfarer's stability. Steerageway had to be re-established. Reverse rudder and a backed jib finally coaxed her round onto a broad reach on starboard tack, which, at least, was a heading away from the threatening mountain of steel. Survival of this bow wave with its large curling breaking top was achieved, but not without the unwelcome addition of more Solent water into the bilge. Venturis were opened. Bailing continued at a frenzied rate.

A momentary feeling of relief and hopes of better things to come followed this successful manoeuvre. The new helmsman, since he was not now occupying his time with the bailing bucket, could return his attention to the world around them. He noted the arrival of the sailing school's inflatable runabout, which had been positioned by a somewhat worried instructor between the ship's side and the tossing, rolling Wayfarer. Looking up, he could see a row of faces, apparently interested in the proceedings taking place far below, peering over the ship's rail. Glancing astern, he judged about a cricket pitch length away, the steel wall, the starboard side of the ship, was gliding past. She was nowhere near loaded to her marks, and a sumptuous growth of marine life was on display. Barnacles and seaweed, tenaciously gripping the rusty iron plates, were interspersed with patches of some of the remaining red antifouling which still graced her hull. At the far end of this aquatic garden could be heard the sound of the rapidly approaching, measured, thump-thud, thump-thud of the barely immersed propellers.

This herald of a possible new danger was reminiscent of the resonance emitting from a distant, very powerful, hi-fi system, with the predominating rhythm, pumped out by the bass, the only discernible sound.

Question: Was the dinghy in danger of being embroiled in that maelstrom of seething churned up water?

Answer: Apparently not, since, after surviving the huge quarter wave, the experience was over. All that was left to do was to enjoy an uneventful, cold, wet beat back to the sailing school, and, after a long hot shower and a glass or two of a reviving liquid refreshment, compare dramas of the day with other members of the dispersed fleet. Tales of helicopter rescues, people stranded on naval mooring buoys, boats lost..... many lessons learned, none, fortunately, at too high a price.

I understand that this episode was related to participants of later Cowes Instructor's courses, when a "bloody Australian tried to sink a container ship."

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If you wish to obtain PDF copies of Mike's books please feel free to contact myself or Chris Robinson. Our contact details are at the back of this newsletter.

Peter Kovesi

# Large Open Classic Boats

## The 27 foot Naval Whaler

Andrew Bochenek

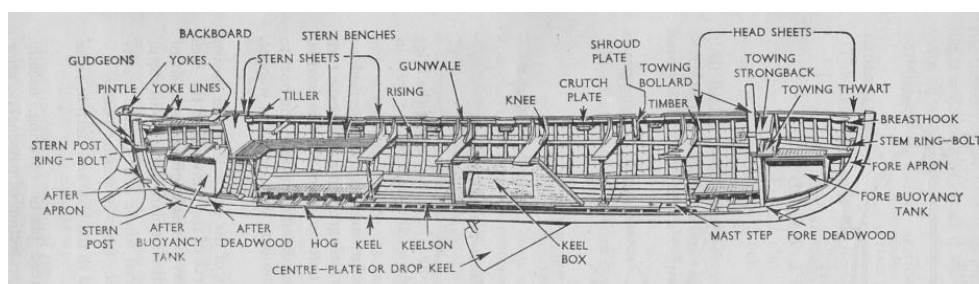


### History

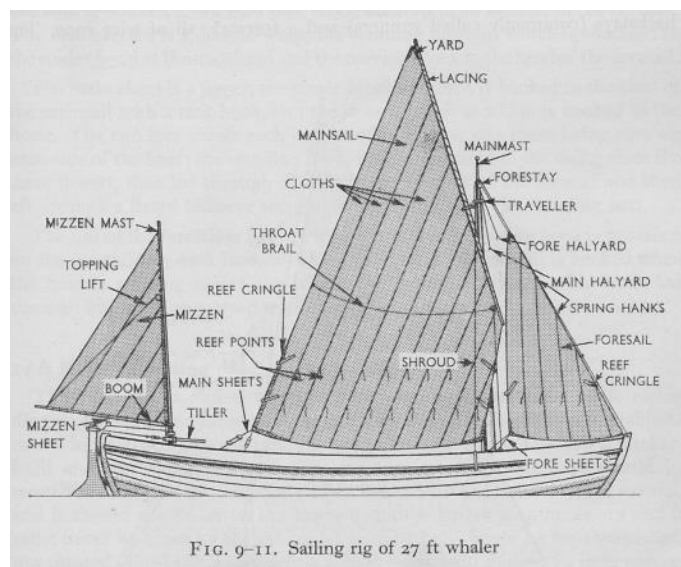
When the 27 foot clinker built Montagu whaler was phased out of service in navies around the world, it marked the end of about 180 years of service of that type of boat. The double ended pulling boat was developed for ships engaged in whaling during the 18th century, because they needed the maneuverability to reverse quickly away from whales which had been harpooned. By the end of the Napoleonic wars this maneuverability was seen to be an advantage when boarding an enemy ship in battle. The original variety of designs of whalers had become standard by the 1870s, but in the early part of the 20th century a retired Admiral, The Honorable Victor Alexander Montagu CB, suggested a number of improvements to the design. Once the improvements were incorporated, the designation, 'Montagu Whaler' was generally given to the new design to distinguish them from the earlier boats. The principal differences were that the beam was increased and the after lines filled.

## The Construction and Rig

(Copied from Admiralty Manual of Seamanship Volume 1 : 1956)

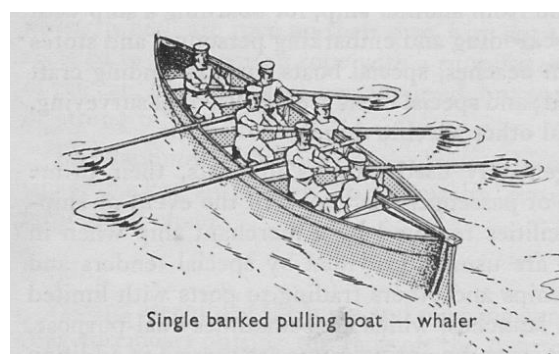


The mainmast is stepped in the keelson, held by an iron clamp to the second thwart, and stayed by 2 shrouds set up with lanyards to eyeplates in the gunwales and by a forestay of wire rope secured to the stay shackle on the stem. The mizzenmast passes through a specially fitted crosspiece and is stepped in the hog abaft the stern benches; it is not stayed. The boom of the mizzenmast can be triced up by a topping lift, and its heel is hinged to the mizzenmast.



The sails comprise a foresail, a standing-lug mainsail and a triangular mizzen. A trysail is also provided for use as a stormsail in place of the mainsail. The mainyard is hooked to a traveler shackled to the main halyard, and the tack of the mainsail is bowsed down by a tack tackle rove to the keelson. The luff of the foresail is clipped to the forestay by spring hanks. The mizzen is laced to its mast and boom. The mainsail is fitted with brails and provided with a spar for bearing out its foot when the boat is reaching or running. The whaler has a cast iron center-plate or drop-keel that is housed in a keel box. It is hinged and lowered and raised by hand. For

rowing, or “pulling” as it is in naval terms, the Montagu is a single banked pulling boat, with 5 oars, three on the starboard side and two on the port.



## Sailing the Montagu Whaler Andrew Bochenek

I was in what was then called the “Sea Cadets”, now called the Naval Reserve Cadets. I joined at 14 and sailed them from Williamstown on Port Philip Bay in Victoria. Our cadet unit had two Montagu Whalers and one RNSA 14 ft dinghy.



We sailed every Saturday as well as expeditions up the Maribynong and Yarra rivers, rowing up and camping by the side of the rivers. We kept the boats out of the water during the week and launched them on large wheeled cradles.



It was great fun. It also gave me a great love of wooden boats. We had to maintain these boats ourselves. The timbers were beautiful. They had teak gratings in many areas and solid wooden masts and canvas sails.



Andrew at the helm of the whaler that was his boat to skipper and maintain.





## *Pilbara Success*

Tony O'Connor



The following is reprinted with permission Australasian Amateur Boatbuilder / Kit-Boats magazine

The main focus of my work recently has been the 10m 'whaleboat', the *Pilbara Success*. This boat was designed by Francois Vivier especially for the Pilbara Camp School. *Pilbara Success* was designed to be a chameleon; suitable as a hands-on educational tool but appearing to be a stunning period whaler. She has the head-turning looks of the Nantucket and US Navy Whaler; with another metre of waterline length in order to meet the needs of the school for whole class activities.



Using the latest and very-best in modern boat building technology, she's going to be an exceptional sea-going classroom that embodies a captivating learning experience. This vessel will both look fantastic and perform extraordinary well as a workhorse for student learning and access to the Dampier

Archipelago. As such it will be the centrepiece that brings the Pilbara Camp School into the wider community's consciousness and a working reality that proves that you do not have to leave the Pilbara to get the very-best in education.



Now after seven month's construction the *Pilbara Success* was launched on the Sunday, June 3. Considering that I work mainly on my own, this was a very short time to build a 10m two masted boat with 12 oars, and it's a testament to the design skills of Mr Vivier and the efficiency of CNC boatbuilding. We launched the *Pilbara Success* here in Rockingham on a sunny winter's day with light winds and, as with all of the other Vivier boats we have built, she sat perfectly on her lines and proved to be a fast and stable sailer. The loose footed boomless schooner rig was a novel experience for all onboard and her first tack was 'interesting' but we soon got the hang of her and she sailed beautifully.





# Walpole 2018

Peter Kovesi



This year was the sunniest Walpole Regatta I have experienced!

Attending Walpole this year were Whimbrel, Fala, Silver Gull, Cornish Maid, Littlego, Naestress, and Kurt Stenross' Ripple. Littlego, Naestress, and Ripple did not compete in the regatta but did enjoy some pleasant cruising around Walpole.

We arrived in Walpole on Wednesday with the aim of spending two days prior to the regatta doing some cruising and exploring.

Thursday's pre-regatta expedition involved Whimbrel, Fala, Silver Gull and Ripple. It started with a trip up the tree lined channel to Rest Point. Stopping for morning tea we decided that the ice creams were better than the coffee.



Then we headed out the channel again, our mission was to enter the (not very) Deep River. Navigating between Newdegate Is-

land (Snake Island) and the shore was entertaining and the entrance to the Deep River even more so. A few hundred metres up the river was as far as we were prepared to go. After pausing for some group photos on a sandy bank we headed over to Sealers Cove and walked across the headland to Circus Beach to see the Southern Ocean. Lunch was held back at Sealers Cove accompanied by a large number of March flies. We returned to Coalmine Beach early in the afternoon very satisfied with our cruise.

## The Nornalup Challenge

Friday's mission was to sail up the Frankland River and have a coffee at Nornalup. Unfortunately shortly after setting off Fala found herself stricken with a centreboard jammed with sand from when she was sitting on the beach. Nothing that Andrew and Andrew tried would free it and they returned to Coalmine beach to try to deal with it. Whimbrel and Silver Gull carried on and enjoyed a stunning trip up the Frankland. A strong southerly was blowing in the tall trees around us but down in the river valley we were quite sheltered with the wind coming in random directions to keeping us entertained and on our toes.



After several kilometres of wonderful scenery, narrow channels and flukey winds we finally reached the bridge. The crew of Silver Gull pulled up before the bridge and walked along

the road to Nornalup while Whimbrel lowered her rig and Dave Cliff rowed me up to the town jetty. Coffee was great!



Meanwhile the two Andrews were still struggling with Fala's centreboard. Eventually they drove into town and came back with a heavy bolster and crowbar. With these instruments the two dentists successfully performed the required extraction. Relaunching they charged back up the river under power meeting us at the bridge in time for our return trip. The trip back was just as entertaining. This is a trip that must be done. Bonus points are awarded for doing it entirely under sail!

### The Regatta

The regatta fleet this year was huge, over 130 boats! Fortunately the racing was conducted on two separate courses which reduced the general mayhem to manageable levels. As per last year we sailed in the mixed trailer sailer division. As always the starts were exciting.



Fala managed some good starts and was able to harass the bigger boats quite successfully. Silver Gull showed steadily improving speed as the regatta progressed and took out some prizes in the end. Cornish Maid with a full crew was thumping her way around the course too.



While not able to match the speed of the bigger boats Dave and I had a good time also. Dave would bring a thermos of tea and we would try to make a point of crossing the finishing line with a cup of tea in hand. On Sunday Dave's neighbour, Paul Taylor, joined us to make it three on board. The ritual tea ceremony was enhanced with doughnuts.







The final race at Walpole always seems to be extra windy. Silver Gull decided to stay on the beach, as did Cornish Maid (I think) along with many other boats. Fala and Whimbrel headed out but before the start Fala's jib became hopelessly fouled forcing an early retirement. This left Whimbrel the only gaffer left in the fleet. Unfortunately shortly after the start the weight of three keen blokes on the gunwhale was too much for the unreefed rig and the main mast folded. And so, sadly, another Walpole regatta came to an end.

However, we had not yet had quite enough fun! The following day we headed over to Denmark to catch up with the gaffer fleet there. Read on...

## Gaff rigged sailing on the Wilson Inlet, Denmark

### Dave Cliff

A small group of gaff rig enthusiasts have been getting out on the beautiful Wilson Inlet in Denmark on the south coast of WA quite regularly this year. Numbers peaked when the OGAWA members from Perth, who had come down for the Walpole Regatta in the Trees, came on to Denmark in early March for a sail and a raft up. We also had a sail, motor or rowing leg up to town on the Denmark river for lunch in the park.

The locals had another beautiful day out in late March and again on ANZAC day. Three of our yachts are moored at the mouth of the Denmark river, opposite the Denmark River-mouth Caravan Park, where they attract a

lot of attention.



There is a good public double launching ramp there and a safe place to leave your trailer and car. The channel out to the deeper water is narrow but clearly marked with a minimum depth of about 1.3m. Once out on the inlet the water depth is about 4m over a huge area some 14km long and 3km wide. There are stunning granite islands and boulders and only a couple of submerged rocks that are marked. The shoreline isn't very hospitable being shallow, rocky and weedy. However anchoring in shallow sandy-bottomed waters is safe and there are plenty of scenic places to choose from. The hilly tree covered scenery is stunning and even the fishing is good.

If you are coming down to Denmark with your yacht please feel free to contact me by email ([Cliffgeo@inet.net.au](mailto:Cliffgeo@inet.net.au)) and we'll see if we can't organize a sail in company with you or at least offer helpful advice.

The regulars have written short descriptions and histories of their interesting yachts that follow below. Details of my 19ft Golant Gaffer, Arietta, can be found in a previous OGAWA newsletter. See you down here.





**Boadicea**

**Built in 1922**

**Water line length of 22ft**

**Design - semi rater (a common term for a racing boat of the that era)**

**Timber - Jarrah**

**Gaff rig and centreboard.**

Boadicea is a West Australian design very popular at the turn of the century, a fleet was constructed to charter from Barrack Street-jetty on Perth Water. The original boats were built from pine and were designed to be an easy to handle dinghy. Day trippers would hire them to enjoy Perth Water but rumours have it some made their way to Rottnest for leisurely sail!

In the early 1920s a pair of Italian brothers acquired the plans. The brothers, proprietors of a cabinetry workshop, had a bit of spare Jarrah lying around and so they decided to build Boadicea from sturdy 3/4 inch jarrah planks, the ribs were steamed from Karri. They had many years of good service from her.

In the war years she made her way up to Midland and was converted into a power-

boat, three extra planks were added to the hull and a cabin fitted and the centre case removed and cast iron genoa installed (ie in-board engine) and a full length keel was also fitted to house the propeller shaft.

In 1980 Boadicea was resurrected, a Fremantle harbour Pilot with a keen eye spotted the yacht beneath the motorboat modifications, and after 5 years of hard work Boadicea was fully restored. Every rib replaced, new deck and jarrah coaming, new Oregon spars, thankfully the whole restoration was done with complete authenticity, forged bronze chainplates and jarrah cleats completed the original details. Unfortunately for our restorer, his wife thought Boadicea was a bit flighty for her liking and Boadicea did not get much use. The purchase of a country property in Balingup put the end to Boadicea receiving any attention.

I purchased Boadicea in 1998. She was looking tired but a good coat of paint and some TLC got her looking her best again. I have owned her for 20 years now. We have had our ups and downs with her maintenance, she's the boss and requires, sorry, demands attention at times but she never fails bring

me joy, and she still gets plenty admiration from onlookers. Boadicea has been happily sailing around the banks of Wilson Inlet for the last 14 years.

Footnote – I'm unsure if Boadicea is the boat's original name.

Paul Taylor



**Gloria**  
**Built 1926**  
**LOD 18ft**  
**Small Couta boat design by Lionel Austin**  
**Timber – Jarrah keel and Karri planking**  
**Gaff rig and centreboard**

Gloria was named after the silent screen idol, Gloria Swanson. She was lofted in the 1920s by Lionel Austin of Albany WA as an 18 footer with the lines of a small Couta Boat. She was built by three O'Neil brothers in the family timber and hardware store on the edge of Princess Royal Harbour at the bottom of York Street over the winter of 1926. Gunter rigged, Gloria would carry up to eight crew plus bailer boy and a couple of sand bags in heavy conditions.

After twenty odd years sailing she was

stripped of centre case (and decent sailing ability) and fitted with a motor.

In early 2003 I bought her from a former admirer and relocated her to Denmark from Kalgan. Nine months of tightening, lifting, and fitting a new centre case and ribs have given her another life on Wilson Inlet. The project continues as does the regular maintenance. Improvements to the mast and sail plan are currently underway.

Peter Wilson





**Mairé (Noongar name for Wilson Inlet)**  
**Built 2001 – 2002**  
**King Alfred School's Expedition 17**  
**17' long and 5' 8" wide**  
**Designed by Ed Burnett**

Mairé was my mid-life crisis in 2001. With two small children and a mortgage I quit my job to complete a wooden boatbuilding course at Albany TAFE. I previously knew very little about sailing but before the course was over I became a client and we started to build Mairé.

The following year (2002), myself and a fellow student, Steve Jones, finished her in Albany and my love affair with sailing began.

She is the first one of her design built in Australia and just the second one world-wide. She is a classic design and built using mod-

ern composite strip plank construction with fibreglass sheathing. The rig is very versatile with two unstayed mainmasts and a mizzen mast. The lugsail configuration can be changed by removing the forward mast and two sails and moving the main mast into a forward position – with just two sails it is much easier to sail solo.

Mairé has a swing centreboard which makes it perfect for sailing in the stunning local inlets around Denmark, Western Australia.

Duncan Small





**Nonsuch**  
**Built 1955**  
**LOD 11ft 3in**  
**Design – Bembridge Scow**  
**Timber – Mahogany on oak ribs and knees**  
**Lug rigged**

Nonsuch was built as a sailing dinghy for racing in 1955 by Alan Coombes at his boatyard in Bembridge on the Isle of Wight, UK. The design goes back to the days when sailing ships arriving in the Solent couldn't get into a harbour berth because of the tides and small scows were used in their hundreds as lighters to get urgent cargoes ashore in small quantities. The high bow made running up onto steep shingle beaches easier. The small size was critical in being able to sail against the slacker tide in shallow water.

The name Nonsuch harks back to the Nonsuch palace built by Henry VIII in 1540. The palace was designed to demonstrate the power and grandeur of the Tudor dynasty and the name, Nonsuch, a boast that there was no such palace elsewhere equal to it.

Nonsuch was the 33rd Bembridge Scow built in the post war years when dinghy racing

had become fashionable at clubs like the East Cowes Sailing Club where I found her in 2011 and bought her for GBP500 in sailing condition. In 2012, I brought her back to Western Australia but while I was working in the north for the next year, she sat in a container in Geraldton and completely dried out. The planks had opened out and even weeks of soaking would not close them up again because of the residual paint and accumulated dirt. Jarrah was used and scarfed into Mahogany planks where necessary during a full strip back and restoration. The sail plan was changed by adding a bowsprit and jib. The light weight construction at around 100kg, its short waterline and its steel centerboard means that is fun to sail and in light winds can leave the larger boats on the Wilson Inlet in its wake.

Dai Thomas

## Sail Caledonia - The Great Glen Raid

Sail Caledonia is one of the great annual sail and oar events, traversing Scotland from Fort William on the west coast to Inverness on the east through the Great Glen via the Caledonian Canal and several lochs, including the impressive Loch Ness. In past years winners of this 60 mile event have included Dracombe Luggers, Caledonian and Ness Yawls, Bay and Sea Raiders and even a Welsford Pathfinder.

To quote Iain Oughtred (Water Craft magazine no. 111) "The Great Glen Raids - which later became Sail Caledonia - were wonderful intense experiences. They seemed like a season's worth of sailing crammed in to a week." I decided I had to see this for myself.

So this May, after having returned to Scotland to attend my school class' 50th reunion, I travelled up to Fort William to witness the first couple of days of this year's event. And what an event it was, held in brilliant sunshine and warmth, at least by Scottish standards! With light winds, blue waters and a dusting of snow on the peaks of Ben Nevis, what more could one want?



Fleet launched and ready to go

Following a very thorough safety briefing at the Lochaber Yacht Club, the first race got underway in light and variable winds in the tidal waters of Loch Linnhe to take the fleet to Corpach and the start of the Caledonian Canal. It was in these conditions that the importance of rowing ability came to the fore, although you do have to remember that the moment you deploy your oars you immediately lose your right of way over a boat that

is still purely under sail, even if you are still sailing on starboard and they are on port! For this leg the diminutive Swampscott Dory even dropped her mast and sail just after the start and the two rowers propelled her to an unbeatable lead, something the heavier boats like the Bay Raiders just couldn't match in those conditions.



The fleet transiting Neptune's Staircase

The second day was a non-racing transit of the first leg of the canal, up through the locks of "Neptune's Staircase" to overnight at Gairloch. They were accompanied in this endeavour by several bagpipe tunes excellently played by a young blind piper making his way up the canal towpath. The next day's race up Loch Lochy began again in very light conditions and there I had to leave them, but I then drove up to Fort Augustus at the western end of Loch Ness. What a contrast in the weather: here it was blowing about 25 knots from the north east, straight down the 22 miles of the great loch, and it was cold! The idea of having to beat all the way up the loch against it was certainly challenging; and as for the thought of a capsize in those freezing waters with Nessie lurking below! But on the other hand, on another day, with that wind behind you, what a sleigh ride it would be!





Result: it may be madness, but with Dave Cliff and Peter Kovesi, I have submitted an entry for Sail Caledonia 2019. Only one slight hitch: we don't actually have a boat! I have begun the process of trying to beg, borrow, hire, buy or otherwise obtain a suitable race-winner – watch this space for more as we prepare ourselves for the challenge.

Jim Black



Mike Igglesden and Oriel

# Upcoming Events

Date	Event	Location	Contact
25 July 2018	OGA AGM and talk by John Longley "HM Bark Endeavour" 7:30pm	RFBYC	Andrew Bochenek
22 or 29 July.	Guildford River Cruise & Picnic (provisional)		Jim Black
26 September 2018	OGA General Meeting and talk 7:30pm	RFBYC	Andrew Bochenek
21 October 2018	Retro Race 1	RPYC	
26 – 28 October 2018	Lake Dumbleyung Rally		TBA
18 November 2018	Retro Race 2	RPYC	
28 November 2018	OGA General Meeting and talk 7:30pm	RFBYC	Andrew Bochenek
1 – 2 December 2018	OGA Peel/Harvey Rally		James Bennett / Jim Black



Mike Igglesden

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# Contact the OGA

[www.gaffrigsailinginwa.org](http://www.gaffrigsailinginwa.org)

[www.facebook.com/groups/1733609723588120/](https://www.facebook.com/groups/1733609723588120/)

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C Fleet Captain	Jim Black	
Membership Secretary	Belinda Bennett	
Boat Registrar	Peter Edmonds	
Web Master	Chris Robinson	
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