

# Newsletter of the OGA Western Australia

The Association for Gaff-Rig  
and Traditional Sailing



October 2019

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

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## Walpole/Denmark Raids and the “In the Trees Regatta” at Walpole Y.C. March 2019

Andrew Bochenek



On an early February morning, just before the long weekend, boats were hitched on and the drive down to Walpole began. It was a sunny day, and all was well with the world until Owen Stacy found the tyre on *Silver Gull's* trailer shredding itself on the way to the Yacht Club at Coalmine Beach. This necessitated a quick return to Denmark to find a replacement.

This was the start of a memorable week, not just for the exciting and adventurous sailing, but also for those “Oh No!” moments that we all sometimes encounter.

Ryan Seacrest and *Cornish Maid* probably topped them all when he saw his boat trailer's wheel, sans trailer, rolling past him on the freeway heading south. Disappointingly, that put paid to his regatta weekend, especially when he has been a keen participant in the past.

Murphy's Law, not being content with those outcomes, threw in a broken windscreen for Fala's crew, Les Middleditch, necessitating his pulling into a lay-by to sleep that night, as

he was not happy driving in the dark with a cracked screen. Happily, he arrived safely the next morning.

Wednesday evening saw the skippers and crew of *Wee Birlinn*, *Arapoa* and *Fala* tucked up at the Coalmine Beach Caravan Park with Pauline Dilley in her trusty HiAce camper van joining the group. That night all headed off to the Walpole Motor Hotel for a pub dinner.

Next morning *Silver Gull* with Owen and Maureen, arrived on a new replacement tyre to join the boats for a sail up the Franklin River to Nornalup.

For those that have not done this trek, the Franklin is a true test of seamanship, shallow water sailing and patience. The wind changes direction constantly due to the tall trees overshadowing the banks. You can be running downwind and suddenly, without changing course, you are completely headed and in irons. With very little centreboard down and in little wind, you find yourself drifting aimlessly, until a sliver of a gust has you heading backwards.

At times it was not unknown to step out of the boat in the shallows and manually pivot her around to carry out a tack!

Eventually the bridge over the river at Nornalup was in sight. The boats were pulled into the bank and lunch was had before walking into Nornalup township for coffee and cake. There we also found John Longley with *Crazybird*, and Mike Lefroy and *Cygnets*, with their wives, Jenny and Joy, who were all staying at the cottages in Nornalup to be near John's brother's house in the area. They had headed upstream in their boats that morning to an area called the "Monastery", which is about as far as is navigable in our boats.



It was another challenging sail back to Coalmine Beach with Murphy's Law at it again when *Fala* and *Wee Birlinn* collided in a very narrow channel when both were restricted and not in full control due to shallows and wind changes. Andrew Bochenek in *Fala* had tried to tack and placed himself in irons, right in front of *Wee Birlinn*, who could not avoid a collision. Luckily there was only a small wood chip out of *Fala's* rubbing strip that Jim kindly repaired for him once back in Perth. (Thanks Jim! Great workmanship — Andrew).

That night, the crews had a good old-fashioned Aussie BBQ at one of the excellent covered huts near Michael Arthur's campsite at Coalmine beach. Lots of wine, beer and tall stories flowed all evening.

Overnight, a cold front came through the area and people remained tucked in comfortably with no issues at their campsites. A strong SW wind dawned when *Crazybird* and *Cygnets* arrived at Walpole YC on Friday morning. Sailing was put off until the wind moderated, and crews passed the time sightseeing in the area and relaxing.

Around 12 noon *Fala* and *Wee Birlinn* decided that the wind had moderated enough for a sail south to Sealers cove. It would be a beat to get there but an exciting broad reach back to the club. Lunches and supplies were packed, both boats put in a reef. Dave Cliff joined Jim in *Wee Birlinn* and Michael Arthur joined Andrew and Les in *Fala*. It was a wet and gusty ride to sealers Cove but as you pulled in the shelter of the Cove the wind dropped and the seas calmed to form an ideal landing place on the beach.

After a picnic lunch at a conveniently placed table and benches, the sailors trekked across the dunes to the raging seas on the Southern Ocean side. Murphy struck again on the walk back when Jim unknowingly stepped over a large dugite traversing the walk trail. Luckily Dave spotted it and stopped us all encountering it, and it hastily slithered its way across the track into adjoining bushes to the relief of all.

It was then a wild sail back to the yacht club with the wind gusting 25 knots and more down the Deep River valley, giving us an exciting fast trip home.

Saturday morning dawned and the Walpole Yacht Club and beach became a hive of activity. A constant stream of trailers disgorging boats that were then drawn up on the sand. Masts were raised, gear was checked, and lots of people strolled up and down to look at what was going on. Once registered, the boats had their fleet and individual numbers fixed to their bows.



A huge crowd attended the briefing. It was announced that 148 yachts had been entered in the regatta. A new record. Joining the C-fleet group for the regatta was Mike Foster with his TS16 *Rapscallion*. That made 8 yachts registered from the OGA, except *Cornish Maid* did not arrive due to the aforementioned trailer problems. Next year it would be our goal to have 10 registered OGA yachts so we can have our own fleet.

Racing began in the early afternoon. The wind conditions were perfect with 10 to 15knt winds. Starts were problematic for the small OGA yachts, as the larger trailer-sailers and trimaran tended to dominate with their tall rigs and superior pointing ability. Mike Lefroy in *Cygnnet* consistently achieved fantastic starting positions, only to be left wallowing in the wake of the larger yachts. Our C-fleet yachts quickly learnt to have our own start area as clear of the other boats as possible. Two back-to-back races were sailed on the Saturday afternoon.

Sunday again gave us perfect, mostly sunny conditions with good breezes. Three back-to-back races were sailed on the Sunday. Boy, were you tired at the end! Nevertheless, all credit must go the Walpole YC and their fantastic supporters. The start crew were terrific, safety boats were everywhere, and the finish crews were spot on! It has to be one of the best organised regattas in the state.

After packing the boats away, sailors headed to the Community Hall for dinner and presen-



tations. The C-fleet OGA yachts acquitted themselves well, with a number of boats getting podium positions in many of the races.

Here are the final results for the trailer-sailer division in which they competed:

Place	Boat Name	Skipper/Crew	Total	Net	R1	R2	R3	R4	R5
1	Triffic	Neil Dixon (MOFSC)	22	12	9	[10]	1	1	1
2	Redback	Colin Westerberg (PRSC).	36	20	[16]	4	2	7	7
3	Fala	Andrew Bochenek (RFBYC)	33	21	[12]	8	7	4	2
4	RUSH	Danny OByrne (EFYC)	35	24	8	11	3	2	[11]
5	Fig Jam	Ian Ladyman (AYC)	39.5	26.5	5.5	[13]	6	5	10
6	Excitabull	Geoffrey Oliver (PRSC)	46	28	[18]	2	8	9	9
7	Kellamity Jayne	Paul Phipps (ORSSC)	44	29	[15]	5	5	13	6
8	Jacana	Jonathan Asquith (FSC)	48	31	[17]	3	13	3	12
9	Crazybird	John Longley (RFBYC)	47	31	3	[16]	11	12	5
10	Rapscalon	Michael Foster (OGAWA)	46.5	31.5	5.5	14	[15]	8	4
11	Cygnets	Mike Lefroy (RFBYC)	45	32	[13]	7	12	10	3
12	Pretty Woman	Jake Mitchell (TCYC)	58	34	4	15	9	6	[24]
13	Faster	Garry Eaton (PRSC)	56	42	7	12	10	[14]	13
14	Wee Birlinn	Jim Black (OGAWA)	58	42	10	9	[16]	15	8
15	Dobby	David Davenport (FSC)	68	44	2	17	14	11	[24]
16	Silver Gull	Owen Stacy (NYC)	66	48	1	[18]	17	16	14
17	Warrigal	Jeff Casellas( GBYC)	72	48	14	6	4	24	[24]
18	Desordre	Maurice Saunderson	92	68	19	1	24	24	[24]
19	Whiskey@5	Ian Tarbotton (WYC)	107	83	11	24	24	24	[24]
20=	Cheers	Stefan Pfeifle	120	96	24	24	24	24	[24]
20=	Arapaopa	Michael Arthur( OGAWA)	120	96	24	24	24	24	[24]
20=	Cornish Maid	Ryan Secrest (OGAWA)	120	96	24	24	24	24	[24]
20=	Halicarnassus	Jamie Dunross	120	96	24	24	24	24	[24]

(A score of 24 indicates a DNC or DNF)

The next day, Pauline, Jim, John, Jennie and Andrew, set off for Denmark with their boats in tow to join Owen and Maureen Stacy and Dave Cliff and the Denmark locals for a sail on the beautiful Wilson Inlet. Mother nature was not co-operating when they arrived. There was a very fresh breeze blowing straight down the river mouth channel and grey threatening skies. A number of the locals joined us. Duncan Small in his yawl and Caroline Blumer with her trailer sailer. After discussion about the weather, it was decided to reduce the number of boats with three local yachts, Paul Taylor's *Bodicea*, Peter Wilson's *Gloria* and Dave Cliff's *Arietta* joining *Wee Birlinn*, *Crazybird* and *Fala* with everyone else sharing themselves around as crew.





Getting out of the river-mouth was a challenge with the water level being very low (due to an unseasonably dry year) and the rocky banks of the channel exposed either side. Not very forgiving in a narrow channel. To add to that, there was only 1 metre of water in the passage. *Arietta* went first as she had the deepest draft. She bounced along a few times with her keel grounding, but she made it out. The other boats followed with *Fala* towing *Crazybird* out. Near disaster followed when the towline started to slip and in losing way both boats drifted onto the rocky banks. Luckily, but with a few minor scratches and bruises, headway was eventually made again, and all boats set off in a fresh breeze beating in a SE direction towards Poddy Point. Happily, the wind moderated, and all six boats had a fantastic sail towards the mouth of the inlet before turning around to return to the river-mouth. Dave Cliff reported this was quite a sight to see six classic yachts beating to windward on the inlet. Hopefully next year more boats will join us to explore this wonderful inlet.



After packing the boats away everyone headed to Peter Wilson's "Hand Hewn" workshop on the industrial estate in Denmark. Pauline Dille had her camper van parked there for an overnight stay. It was a great night with the BBQ running at full throttle, beer and wine to quench the thirst and lubricate the tongue. Salads to share and friendship all around. The hospitality was fantastic, and a big thank you to Peter, Dave and everyone else for giving the OGA a wonderful night.



Next morning the OGA members dropped back around to Peter's for a fantastic coffee that he brews up at his "Lighthouse Café" in his workshop. He has become quite the Barista. Due to the inclement forecast it was decided sailing was a no-go today, and after that great brew, it was off to home in Perth. To top it all off, Andrew had an "Oh No" moment on the way home, with a truck throwing up a rock and cracking his windscreen on the Kwinana Freeway. Not cheap that modern Hi-Tech glass. Thank goodness for insurance.

In summary, this is one of the best weeks of the year for sailing. Wonderful water, great camaraderie and adventures galore. Hopefully, we will see even more boats in 2020 and perhaps our own fleet at the Walpole Regatta.

**Andrew Bochenek**  
**FALA Bayraider 20**



Messing About Day



## News from Demark's OGAWA

### Dave Cliff

During the winter months Denmark's local fleet of Gaffers expanded with two additions: a Couta boat bought and shipped in by truck from South Australia and a Stir Ven 22 more recently built and acquired from Tasmania.



*Petrel* winter sailing on the Wilson Inlet.

*Petrel* is a 24ft Couta boat built in the 1950's with an inboard engine that looks almost as old as the boat. It was purchased by Rushi from Goolwa, South Australia. At 24ft it is now the largest Couta boat in our fleet and will be able to outpace Paul Taylor's 22ft *Boadicea* once Rushi gets the hang of it.



Stir Ven 22, *Kelpie*.



New OGAWA members Shane O’Neil and Susanne Mohr kindly provided the following information about *Kelpie*.

*Kelpie* is a Stir Ven 22 designed by French designer Francois Vivier about 20 years ago.

Hull length is 6.7 m, waterline length 5.8 m, beam 2.18 m, displacement 975 kg, draft centre-plate up is 0.25 m and about 1 metre down. The centre-plate (or swing keel) is a cast iron foil weighing about 185 kg. The rig is gunter with a total sail area of about 22.45 square metres.

*Kelpie* has sail number 42 and about 50 have been built altogether. A number of these are amateur builds and some are professional, particularly in France. She has a very large cockpit with a small cuddy cabin in which two people can sleep. She is ideal as a day-sailer with camping possibilities but is nevertheless sea worthy enough with 3 buoyancy chambers filled with foam flotation. (I have seen pictures of one swamped after hitting a rock and there was still plenty of freeboard.) She can be sailed, rowed and powered with outboard.

*Kelpie* was nicely built in Tasmania near Kettering by Stan Robert and first launched in 2013. I think he had all the hoop-pine plywood, for the lapstrakes, deck, bulkheads, etc, cut professionally with a CNC router (Vivier provides the necessary file). He glued it all together with Bote-Cote epoxy and he used mostly Celery Top Pine for any solid timber needed. Fittings are generally traditional (bronze, tuffnol) and sourced from Classic Marine in the UK as suggested on the plans.

Stan had a lot of fun with her in Tasmania sailing with his family in the D’Entrecasteux Channel as well as cruises such as on Lake Pedder. He also exhibited her at the Hobart Wooden Boat Festival. Susanne and I bought her in 2017 and hitched her up to my ute for the long drive across the Nullabor. Our first experiences of sleeping aboard were in amongst the mulga of the inland!

Since having her home at my farm near Albany, I have repainted the deck and varnished all the brightwork and added a few bits and pieces such as an electronic depth sounder which is really useful when sailing in murky waters (such as Wilson Inlet). We really enjoy camp-cruising in places of thin water and have our eyes on the myriad of waterways of Australia from Peel Inlet to the Hawkesbury and Lake Argyle to Norfolk Bay etc. So far we have sailed mostly around Albany and at Denmark and have found her to be great fun to sail even though I need to become more familiar with her habits.

Of course, one of the best parts about owning a boat like this is that it attracts all the good people worth talking too.



Golant Gaffer *Arietta*, enjoying the spring weather on the Wilson Inlet.

After sailing in Scotland on the Sail Caledonia event in June it seems that sailing in winter in Denmark WA can actually be extremely pleasant if you pick your days.

At Pete Wilson's boat shed work continues on the restoration of his H28 and the fitting out of an 8ft pram sailing dinghy.

Dai Thomas is busy restoring another piece of local sailing history, the 18ft Couta boat *Sweetheart*. She was designed and built by Lionel Austin in Albany in 1922 and was the first carvel planked boat built to race at the Princess Royal Yacht Club. Pictures of the era show her racing against Pete Wilson's boat *Gloria*.

Dai is replacing the stem and keel and re-instating a centerboard casing, which had been removed when the boat was motorised. He is looking for any useable wooden gaff rig spars that our members may know about which could be adapted for his boat. He is also hoping to find an old centerplate.



Restoring *Sweetheart*



*Sweetheart* racing out of PRYC

If you are coming down to Denmark with your boat please contact me and we'll get together for a sail in company.

Cheers  
Dave Cliff  
0423779093

## *Draggad*

Alex Mutch



What's in a name? The original *Draggad* was a pirate ship built in my shed for my then preschool grandchildren.



It was built in sections to be erected at Rockingham.

*Draggad* is the mangled version of Grandad that the children called me, and the name seemed appropriate for a pirate ship.





Years later, while visiting the wooden boat centre in Tasmania I became inspired to make a real pirate ship for the grandchildren. My original thoughts were to build an Ian Oughtred Gannet, which is similar to the clinker built cadet dinghies that I learned to sail in, many years ago. I decided to build a Navigator because they have built in floatation tanks, unlike the Gannet and was just large enough to fit in my garage at home.

I started the build about July last year.



Because of the lack of space in my garage, the building frame was on wheels, so that I could trundle the whole thing out into my front yard to do the actual building.



I followed the drawings closely, and with advice from Peter Kovesi and friends, the build went smoothly.



The early purchase of a trailer helped move in and out of the garage.

I launched in April this year, and was delighted that there were no leaks.

My family insisted that I use the name *Draggad*. I have been sailing on the Swan and down at Rockingham whenever the winter weather will allow. I have not tested her in a stiff sea breeze yet so am looking forward to Summer.

The build was easy compared to the rigging, which has been a process of experimentation. I look forward to seeing how others have solved some of the problems.

Thanks to Peter and Jim for their advice and support.

Cheers!  
Alex Mutch

# Rowing Geometry for Fat Boats

**Peter Kovesi**

Some time last year I decided it would be good to set up my Welsford Navigator so that it could be rowed. What I wanted was an alternative to having to use an outboard to get in and out of a boat ramp jetty. I found it really annoying to be carrying around an outboard that was only being used to travel perhaps no more than 50m to get in and out of the dock.

So I fitted rowlocks, got myself some basic 8' oars and, sitting on my centre case capping, off I went. Well, despite the far from optimal setup, and my poor technique, I was surprised how well the boat rowed and how much I enjoyed it.

After returning from a week of rowing a Drascombe Lugger in the rain during Sail Caledonia I decided I should attempt some kind of optimisation of my rowing setup.

If you go looking on the web you will find all sorts of rules of thumb and magic formulas for oar length, rowlock width, seat heights and so on. However, when I attempted to apply these to my boat some things came out decidedly odd and, in particular, the seat height recommendations were clearly wrong. Basically these rules of thumb and formulas are based around a classic fixed seat rowing boat of about 5m length with a beam of about 1.2m and freeboard of about 0.25 to 0.3m. If you have a boat significantly different from this the formulas will not work.

So I went back to basics to work things out from first principles for myself. It really is quite simple, there are just three things to consider.

- Sitting on your rowing thwart you will find there is a comfortable distance you can reach out to start the stroke and a corresponding distance you can pull back to in order to finish the stroke. Roughly half way between these two positions the oar should be pointing out at 90 degrees to the boat. This sets the position of the rowlock relative to your seat.
- When the oar blade is in the water the ideal is that you want to be pulling the handle back at a height roughly level with a point about 50mm above your sternum. This is at the centre of your chest where you can feel the end of your rib cage. This is the height that is suggested for rowing shells. Given that we want to be able to row when there are at least small waves we probably want the handle to come up to our chest a bit higher, say 100mm above your sternum. If the handle ends up much lower than this you will not have enough room to push the handle down to keep your blade clear of the water on the return stroke. If it is much higher than this you will find things becoming awkward and uncomfortable. This dictates your desired seat height.
- The ratio of the oar length outside the rowlock to the length inside the rowlock sets the gearing. The gearing will typically be somewhere between 2 and 2.7. A value of 2 (as I currently have with my short 8' oars on my Navigator) is low and 2.7 will be high. For most of us the oar length will be whatever we already have, or what we can readily buy, and/or whatever we can readily stow in our boats. As long as this results in a gearing a bit better than 2 then things should be acceptable.



## Working through the details for my Navigator:

### Rowlock position behind the seat

My 'Reaching Out' point is about 640mm from the back edge of the seat.

My 'Reaching Back' point is roughly aligned with the back edge of the seat.

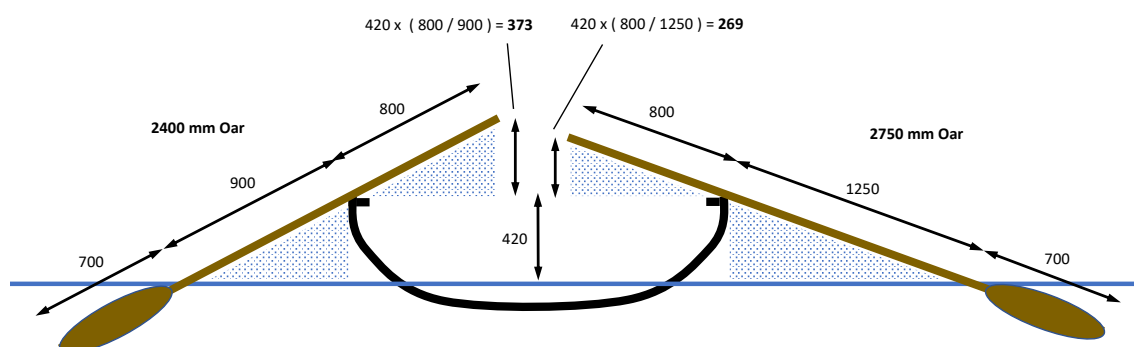
Placing the oarlock 320mm behind the back edge of the seat will put it half way between these points.

This fits in with the 10 to 13 inches that is commonly quoted for this distance (and it is commonly quoted in inches!).

### Seat height

I am 170cm tall. When sitting I find that a point that is 100mm above my sternum ends up being about 400mm above the seat.

My rowlocks are 900mm from the centreline and about 420mm above the waterline. Assuming that I hold my 2400mm oars so that the handle ends are 800mm inboard from the rowlock this results in about 900mm of shaft between the rowlock and water when the blade is immersed (I am assuming 700mm of blade is immersed). By relative scaling of the similar triangles that are formed (marked in textured blue in the diagram below) one can determine that the handles will be about 373mm above the rowlocks. Given my target of having the handles about 400mm above the seat this would suggest that I should sit rather high – only about 25mm below the rowlocks. The diagram below shows the geometry for a 2400mm oar on the left and a 2750mm (9') oar on the right.



Note the appropriate seat height changes a fair bit with oar length. Using a 2750mm long oar, as shown on the right, I end up with about 1250mm of shaft between the rowlock and water. In this case the handle height will be about 270mm above the rowlocks. I would then want to be sitting about 130mm below the rowlocks (except my centreboard capping is only 70mm below the rowlocks...) Thus, in this case, changing the oar length by about 350mm changes the appropriate seat height by about 100mm.

This is all very well in theory, does it work? Well, sitting on a thin seat board attached to the top of my centreboard capping I am about 70mm below the rowlocks. This seems to work quite well with both my 2400mm oars and with a new set of 2750mm oars that I have recently made. The height seems really good with the 2400mm oars. With the 2750mm oars I can feel that I am a little bit high but it still works very well. Certainly the extra gearing I get with the longer oars is greatly appreciated. As an experiment with the 2400mm oars I did try sitting on a foam pad that raised my seating by 50mm. This made a big difference

in a negative way. It was very hard to keep the handles low enough on the return stroke to keep the blades clear of the water, in fact rowing was very awkward. I imagine it would be impossible with the 2750mm oars.

Inevitably your ability to estimate your freeboard and the depth with which you immerse your blades etc will be approximate. Whatever seat height you calculate will need some tuning. Certainly I have found that a variation of 50mm in seat height can make a noticeable difference in the comfort of your rowing so it is worthwhile experimenting.

## Gearing

With the 2400mm oars my gearing is 2 (800mm inboard and 1600mm outboard). This is low but acceptable (just). Using my new 2750mm oars the gearing improves to about 2.4 (800mm inboard and 1950mm outboard). This is very much nicer to row with.

It is interesting to note that racing sculls operate with a gearing lower than one might think at around 2.2 — 2.4. Even though they use oars around 2.9m long the inboard length of the oar is about 0.9m due to the wide outriggers, this brings the gearing down. The difference here is that, with a sliding seat, the speed at which the handle is pulled back is the speed of your arms *plus* the speed of your legs extending. There is no need for high gearing to get the blade to move rapidly.

## Stand up rowing

The example calculations for my Navigator show that when you have a beamy boat with a high freeboard you can end up having a rowing position that is rather high in the boat. This can become impractical and an alternative that may be worth considering is to stand up and row facing forward, Venetian style. Paul Ricketts found this to be the most effective way to row his Welsford Pathfinder. I think it is a natural fit if you have a deep and beamy boat like a Pathfinder. If your boat is not deep then you will need to extend the rowlocks up to a height that is somewhere between your knees and hips. I have tried stand up rowing with my Navigator but it is not as deep as a Pathfinder and I found that I had to bend over excessively. If the oarlocks were raised about 200mm it would probably work well.



Paul Ricketts rowing in Shark Bay



A Welsford Walkabout adapted for standup rowing with extended rowlocks

### Some links that I found useful

- Gaco Oarlocks. A wonderful set of web pages on fixed seat rowing  
<http://www.gacooarlocks.com>
- Oar Cruising Blog. Lots of useful material  
<http://theoarcruising.blogspot.com/search/label/Oars>
- John C. Harris' article in Wooden Boat Magazine on the geometry of rowing  
<https://www.clcboats.com/life-of-boats-blog/woodenboat-magazine-240-the-geometry-of-rowing.html>
- The Ergonomics of Rowing by Jim Flood  
<https://www.scribd.com/document/57576053/The-Ergonomics-of-Rowing>  
A very interesting on-line book on the ergonomics of sliding seat rowing by an Olympic rowing coach. (Unfortunately you have to sign up to Scibd for a free trial to read this.)
- A nice tutorial on sliding seat rowing  
<https://youtu.be/7iKZsEFzKyE>
- Venetian rowing  
<https://youtu.be/FcJzKWueXwk>
- Regata Voga La Scuola. Skip to 4:00 to see a Venetian rowing race  
<https://youtu.be/PwaRh46VWD8>





## More Sail Caledonia Photos

One of Sail Caledonia's many hard working team members was Jean Lonsdale. When she was not driving the minibus full of our camping equipment and organising logistics she was behind the long lens of her camera taking wonderful photos. Here is a selection of her sunny day photos.







A cheerful mob of 15 members/partners met for lunch at Coast Port Beach on Sunday August 18th, the aim being to have a social event in the off-season, and enjoy the company of those who are unable to come to meetings, and other evening events. The specialty fish and chips seemed to be the favourite choice and the din of conversation implied that fun was being had. I had suggested members bring artifacts related to boats they had known and there was certainly a bounty of wonderful photographs being handed around. I hope everyone thought it a successful event, to be repeated next year.

Pauline Dilley  
Social Secretary.



*Karina and Maid O'Pligh*

Photo courtesy of Mary Igglesden



A wonderful messing about day!





# Contact the OGA

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

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Arietta with David Cliff at the helm leaves the opposition in its wake.  
**Pictures by JOHN SAMPSON**

Patient Peter Logan officiated from Laura's polished deck

Below right: Boadicea crew Paul Taylor, Rushi Bhatt and David Brittain.

Below: Peter Wilson and Roger Monk aboard Gloria.



## Fair winds greet enthusiastic couta fleet

By **ANDREW GILL**

RACING returned to Wilson Inlet recently for a day of seriously friendly competition between three local couta boats.

First order of the day was the laying of the course, a task that fell to former Nedlands Yacht Club commodore David Cliff, commodore of the moribund Denmark Yacht Club, Andrew Gill, and the regatta's official photographer, John Sampson aboard Cliff's 19-foot Galant Arietta.

This task was to prove crucial to the eventual outcome of the race with the two rather small windward markers placed near the old

mussel farm and just off Honeymoon Island. The starter's duties were performed admirably by Peter Logan aboard his vintage motor launch Laura. Once the fleet was away Logan displayed admirable patience by hanging around for several hours awaiting their return.

Paul Taylor's Boadicea set the early pace with Rushi Bhatt and David Brittain making sure their captain was kept well hydrated. But such was Taylor's haste he, alas, sped past the markers, sailing blissfully onwards towards Poddy Shot.

With intimate knowledge of the location

of the markers Cliff was able to counter Taylor's superior boat speed and was first to turn for home.

Local boat builder Peter Wilson, sailing Gloria with Roger Monk, had to settle for the bronze.

• Today's couta boats, produced by both professional and keen amateur boat builders, are based loosely on the sail-powered fishing vessels common in the late 19th and early 20th centuries

The typical couta boat carries a gaff sail and jib set out on a long bowsprit.

DENMARK BULLETIN