

Newsletter of the OGA Western Australia

The Association for Gaff-Rig and Traditional Sailing



May 2020

www.gaffrigsailinginwa.org

OGAWA Raid Walpole and In the Trees Regatta at Walpole Yacht Club 2020

Andrew Bochenek

Trailers checked, boat secured, driving music playing through the car and off to Walpole we go. Every year more OGA boats head down to Walpole for the March long weekend to sail on those beautiful waters. This year 13 OGAWA took part in the either the Raid, the Regatta or both.

Most showed up at the Walpole Motel Hotel on the Wednesday evening to eat, drink and plan the next day's event. It was decided to navigate up the Franklin River to an area called Monastery Landing. It would be necessary to trail the boats to Nornalup and launch upstream from the Nornalup Bridge.

The next morning 9 boats launched at Nornalup, most sipping on a hot coffee supplied by the Nornabar café. A great way to start the morning expedition. All boats set off under grey skies with a small light mist of rain which luckily did not last long. 3 boats were under oars, *Wee Birlinn*, *Arapaoa* and *Whimbrel*. 5 were under outboard power, *Fala*, *Tela*, *Silver Gull*, *Precious Little* and *Gryphon* with *Gumnut* in tow.



The still conditions and heavy forest were a perfect backdrop for going upriver. Submerged trees were usually marked with little floats so were relatively easy to avoid. There were a few tight manoeuvres needed in some spots where trees had fallen into the river and required snaking around, but generally it was an easy and very scenic trip. After about 90 minutes the fleet tied up at Monastery Landing.

It is named so because, when the first settlers were looking at the land around Walpole and Nornalup in the mid 1800s, a team of surveyors rowed up the Franklin River to this very point. Overawed by the majestic beauty and solitude of the river and surrounding forest, a surveyor's assistant gasped and said, "It's as quiet as a monastery", and Monastery Landing it has been called ever since.

Today was also a special day for Michael Arthur. It was his birthday, and he had brought along a birthday cake. So, after the necessary singing renditions and good cheers, the cake was shared around to all. Happy birthday Michael!



The rowers were ready again and they maintained good pace all the way back to Nornalup. All boats except one were recovered and driven back to Walpole. *Fala* however motored past the Nornalup bridge downstream, raised her rig and sailed with the wind behind her, all the way back to Coalmine Beach at Walpole. It was a brilliant day for a sail.

That night everyone gathered at Coalmine Beach Park for a BBQ and drinks under the patio. It was a good way to finish this brilliant day.

The Friday morning dawned after light overnight rain and a strong Northerly wind. The discussion the evening before had led to a plan to sail to the mouth of the Inlet where it meets the ocean.

The wind was directly offshore from Coalmine beach, blowing directly towards the Inlet mouth. Eleven boats set off, but 3 did not venture too far, as once clear of land the wind strength became obvious and they decided, as they were singlehanded, to head back to shore.

Fala set off ahead of the fleet under reef and water ballast, towards the mouth of the Inlet. Approaching the narrow section, *Fala* radioed back that the shallow water, steep short waves and strong gusty winds created a dangerous lee shore and the destination was changed to Deep River on the Eastern side of the Nornalup Inlet.

By now the fleet was a little staggered and one by one they rounded Newdegate Island and found the markers to enter the beautifully sheltered Deep River and pulled up at a sandy beach 200 metres upriver.

Several minutes later a message was received on the VHF radio. It was very garbled, but John Longley deciphered the words *Gryphon* and help!

We could not see *Gryphon* nor *Gumnut*, as they were obscured by Newdegate Island. It was decided to send *Fala* with Andrew and Les, together with John and Jim to render assistance. *Fala* set off under motor as engine manoeuvrability would probably be needed to effect rescue!

On rounding Newdegate were surprised to see *Gryphon*, almost completely upside down but with the top of her spar speared into the bottom and side on to the wind. *Gumnut* was

standing by and unaffected. Chris was attempting to right *Gryphon*, but with the wind as it was and his gunter spar thrust deep into the inlet mud, he was having no luck.

Fala came alongside and passed a line to attempt to pull *Gryphon* around into the wind, but the conditions and Chris's tiredness prevented success. It was decided to bring Chris aboard *Fala* to allow him to recover and John and Jim went into the water to bring *Gryphon* up. A line was successfully passed and secured to *Gryphon's* bow and *Fala*, under motor, eventually was able to pull *Gryphon's* bow around. Righting was still difficult for some reason, so *Fala* passed another line which was secured over the hull amidships, and with two on the centreboard and *Fala's* power, *Gryphon* came up. She set off downwind but immediately came to a restrained halt. Her anchor had deployed during the capsize and had firmly set, explaining why *Gryphon* was so difficult to right. All three boarded the boat, as by then Chris had recovered and joined John and Jim in sailing on to Deep River under jib and mizzen. *Fala* however, had been busy recovering the gear that had fallen out of *Gryphon* in the capsize. It seems that nearly everything was recovered except for a compass and Chris's hat!

Once all were back on the beach at Deep River, Chris pulled out Jean's birthday cake that she had made for him. It was another OGA event birthday! Luckily it was in a sealed container and it had survived. Once again, the song and good cheer went out and the cake was shared around.



Now it was time to head back to Coalmine beach! The Northerly was still blowing, 20 knots with 25 to 30 knot gusts, and upwind! Nevertheless, the fleet set off and all was well until within sight of the beach, *Gumnut* was caught off-guard with a vicious gust and capsized. Murray's crew set off for a drifting oar and was separated from the boat. *Wee Birlinn* picked him up and returned him to *Gumnut*. *Gumnut* was righted, but full of water and unstable. She was low in the water, as one of her buoyancy tank hatches was not secured and the tank flooded. *Fala* came to *Gumnut's* aid and passed a line and took her in tow. Soon into the tow *Gumnut* capsized again. Luckily a Walpole YC rescue boat came to *Gumnut's* aid just then, and with great difficulty eventually got her back to the beach. (Please read Jim Black's thorough analysis of these events on the **OGAWA website**. This may stop you getting yourself into similar unrecoverable distress).

On shore, everyone swapped stories and assisted bailing out *Gumnut*. It had been an eventful day. That evening, over another BBQ with food and drink, all relaxed and prepared for the regatta the next day.

The next morning all was a buzz with boats arriving and rigging up on the beach. Everyone attended the briefing and learnt there were over 140 boats registered over 11 fleets and the Old Gaffers had their own fleet. 15 boats were registered in our fleet.

The races were keenly fought with the starts being critical. Three races were held on the Saturday afternoon back to back, as the forecast for Sunday was not good. The winds varied between races. Races 1 and 3 were in strong gusty winds and the middle race was sailed in gentle airs, where the small light boats excelled.

The next day dawned with strong overnight SE winds blowing hard. The start was delayed hoping for a moderation in conditions. However, it was not to be, and later in the morning the day's racing was abandoned, and the series decided on the previous day's 3 races. Overall, *Crazybird*, sailed by John Longley, won the Championship trophy, and *Whimbrel*, sailed by Dave Cliff, in Peter Kovesi's absence, won the Consistency trophy. Well done to them and everyone who came along. Walpole is always a fantastic event and we hope to see you all there again next year! The results are tabled on the following page.

In the meantime you should read Jim's compilation: (the following should be active links if you are reading this as a PDF document)

OGAWA Lessons Learned from Friday 28 February 2020 at Walpole

This report and other safety related items are available from the

OGA Safety and Training Page: www.gaffrigsailinginwa.org/new-page-1



OGA of WA

Walpole Regatta Results - 2020

Yacht	Sail Number	Skipper	H'Cap	Elapsed Time	Corrected Time	Over Line	On H'Cap	Elapsed Time	Corrected Time	Over Line	On H'Cap	Elapsed Time	Corrected Time	Over Line	On H'Cap	Progressive Over Line	Progressive On H'Cap	Place Over Line	Place On H'Cap
Fala (Bay Raider 20)	R153	Andrew Bochenek 0409 108 473	0.754		0.0000	10	10	0.3598	0.4772	3	11	0.2413	0.3200	2	5	15	26	4	11
Crazy Bird (Caledonian Yawl)	R110	John Longley 0427 201 649	0.784	0.3123	0.3983	1	2	0.3593	0.4583	2	9	0.2393	0.3052	1	1	4	12	1	2
Gryphon (Bayraider 20)	R183	Chris Robinson 0409 553 870	0.817	0.3302	0.4042	3	4	0.3663	0.4483	5	7	0.2515	0.3078	3	2	11	13	2	3
Silver Gull (Oughtred Fulmar 17)	N107	Owen Stacy 0411 264 519	0.819		0.0000	10	10	0.3493	0.4265	1	2		0.0000	9	9	20	21	7	8
Repacallion (Hartley TS16)	761	Mike Foster 0419 982 001	0.830	0.3350	0.4036	4	3	0.3897	0.4695	8	10	0.2655	0.3199	4	4	16	17	5	4
Arapaoa (Goat Island Skiff)	none	Michael Arthur 0434 308 823	0.845		0.0000	10	10	0.3603	0.4264	4	1		0.0000	9	9	23	20	8	7
Whimbrel (Weisford Navigator)	none	Dave Cliff 0423 779 093	0.848	0.3600	0.4245	5	7	0.3875	0.4570	7	8	0.2990	0.3526	7	8	19	23	6	10
Wee Birllinn (Oughtred Ness Yawl)	R 141	Jim Black 918 050		0.3130	0.3610	2	1	0.3742	0.4316	6	5	0.2733	0.3152	5	3	13	9	3	1
Out of the Blue (Stornoway 12' Gaff Rig)		Peter Fishwick (Walpole YC)	0.906		0.0000	10	10	0.5215	0.5756	13	13	0.2953	0.3259	6	6	29	29	12	12
Tela (Salters / Tela 14' 6" gaff sloop)	N14	Michael Darkes 0422 260 798																	
Cygnat (Springbank 15)	R143	Mike Lefroy 0430 381 957	0.922	0.3917	0.4248	7	8	0.4072	0.4416	9	6	0.3068	0.3328	8	7	24	21	9	9
Gummut (Oughtred Tirika)		Murray Kornweibel murray.kornweibel@gmail.com	0.961	0.3912	0.4071	6	6	0.4125	0.4292	10	3		0.0000	9	9	25	18	10	5
Precious Little (CLC Pocket Ship)	N/A	Adrian Mettam 0411 879 979	1.000	0.5382	0.5382	9	9	0.5085	0.5085	12	12		0.0000	9	9	30	30	13	13

My First Boat

John Longley

A small boat with many fathers.

A feature of the 2021 Australian Wooden Boat Festival will be a return of what was originally called the Johnson Mini Boat. This wonderful little boat made its first appearance in the 2015 AWBF when a number were built quickly, at the show, and then paddled by enthusiastic children around Constitution Dock.

This original boat was designed by local Tasmanian identity Ian Johnson who recalls that the boat was heavily influenced by a larger design by Jon Smeeton. So it already had two fathers.

Attending the 2015 show was John Longley and legendary WA boat builder Steve Ward. Both were very taken by the little boats they saw paddling around Constitution Dock. Steve, who at that time was Rear Commodore Juniors at Royal Freshwater Bay Yacht Club, commented that one of the problems in getting very young children to start sailing was that when you put them into an Optimist, or similar dinghy, they had so much to contend with. They had to steer, attend the main sheet, not get hit on the head by the boom, not be terrified if they capsized and have the responsibility of being in command and making decisions as to where to go – a lot for a 6 or 7 year old to take on at once.

What attracted Steve to the little boat was that it allowed children to experience being in charge without all the other considerations. They would also simply have fun and even if they capsized in the shallows it was no big deal. The other attraction was for the child to learn that you don't just buy a boat – you can build one as well.

John and Steve returned to WA and the memory of the little boat went on the back burner because they had seen a St Ayles Skiff at the AWBF and were mad keen to get that program going in Western Australia.

A few years later John contacted Ian and asked for the plans to his little boat. These duly arrived and John built one for his grandson who at the age of 6 did not immediately take to it, but a year later you could not keep him out of it.

Steve Ward's interest was rekindled but he was not quite happy with the design forward of the main frame so he redesigned it and produced some Mylar templates which could be used to make a CNC file. It was considered that if the boats were cut out very accurately they would be much easier to build than doing so with a jigsaw from paper plans. The boat now had four fathers.

The next stage was to turn Steve's redesigned boat into a CNC file. Enter stage left James de Bere, a naval architect who, at the time was working with Austal Ships, and whose day job was designing Naval vessels. James, who has had a lot of experience designing kit boats, did a few more tweaks before creating the CNC file.

Tony O'Connor at O'Connor Wooden Boats fired up his CNC machine so that a few test builds could be completed and now we have a very accurate kit that pulls together beautifully and a little boat with five fathers.

We encourage the boats to be built at a leisurely pace so that the children can learn both boat building skills and life lessons at the same time, of which there will be plenty.

The kits are so accurate that there is no need to build them on molds. an old garden table will do the job. One of the prototype builders, Andrew Locke, had polio as a child and built

the boat sitting down all the time.

So if you are keen to build a lovely little boat for a 6 to 10 year old now that you have more time on your hands than you might have planned, contact John Longley at jfl42@iinet.net.au and register your interest. The cut out wooden parts plus full instructions cost \$125. You will need to visit your favourite chandlery to buy the glues, epoxy, fiberglass tape, sand paper etc that are all listed in the instructions. You should budget between \$150 and \$200 for these items but you might already have some of it lying around in your shed.



Pete Ripley and his son Gus with one of the latest prototypes.



Andrew Locke building a prototype sitting down.



John Longley and his grandson Marlon who is paddling the first MFB built in WA.

Setting up a PFD for small boat sailing

Here's an interesting video by Alan Stewart at B&B Yacht Designs <https://bandbyachtdesigns.com/> on how he sets up his PFD with the extensive set of safety gear he carries. Alan is a very experienced expedition sailor who has completed several Everglades Challenges. After watching this I certainly intend to get myself a buoyancy vest with pockets so that I can carry my radio and Spot tracker or PLB on me.



<https://youtu.be/tVy3nexUo4k>

For more details see:
<https://bandbyachtdesigns.com/blog/setting-up-a-pfd-for-small-boat-sailing/>

Safety Day



A Safety and Fun Day with DoT was held at Matilda Bay on the 9th of February.

We learnt all sorts of practical things: fitting of life jackets, looking after your flares (not in their sealed plastic packs!), we set off our life jackets, and fired some flares. When your life jacket inflates they can get quite tight!



Jim has made a compilation of things we learnt on the day. It is available from
The OGA Safety and Training Page

Lessons Learned from Safety Day 9th February

An extract from Mike Igglesden's third book:

**Autobiography of
Michael John Igglesden
A mix of memories and anecdotes
45 to 80 Years**

**31ST JANUARY 1994
PRINCE CHARLES VISIT TO WA;
or being cheeky to our future King.**

One of Prince Charles' duties in his busy schedule was to open the historic rebuild of the Rowing Club at the foot of Barrack Street. The Old Gaffers Association was invited to attend this event, thereby adding some historic atmosphere to the occasion.



Prince Charles near the Barrack Street Boatshed.

We, of course, gladly accepted this opportunity of free publicity, and on the 31st of January 1994, six of us lay to, nose to tail, 100 metres off the Rowing Club. The larger boats in the Association were unable to attend due to the lack of clearance for their masts under the Narrows Bridge. We witnessed Charles' entourage arrive and then, half an hour later, he emerged from the Club, sitting in a rubber ducky accompanied by two Federal Police officers and another man. They pulled up alongside each of our boats in turn, Charles having a little chat in a very relaxed manner. I don't remember our conversation when eventually our turn arrived, but I do remember explaining our little fleet were off to a picnic that afternoon and I said "I bet you would rather come with us than do your hospital visit." A wry smile was forthcoming. he performed his job, the 'common touch,' very well. I do not envy his role in life one little bit. That evening we all attended a Garden Party in the grounds of Government house. A pleasant way to conclude an interestingly different day.



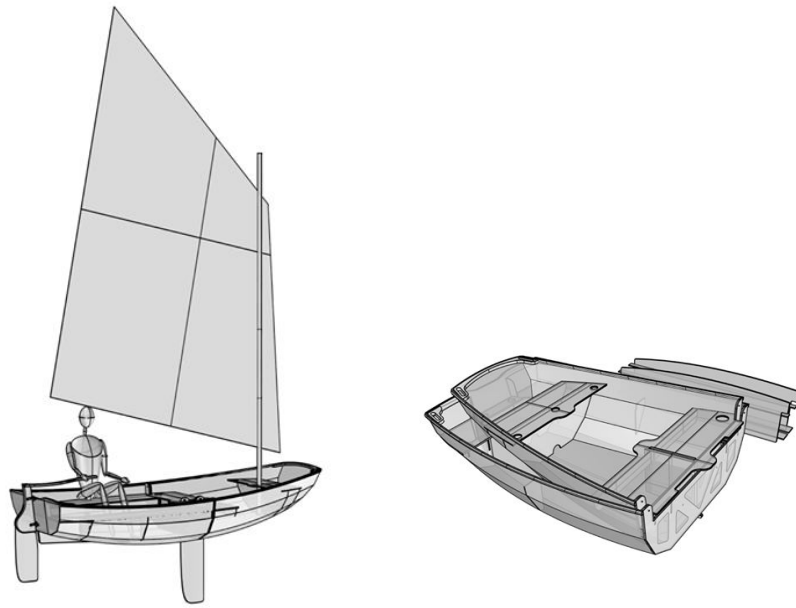
RECEPTION FOR
HIS ROYAL HIGHNESS THE PRINCE OF WALES
GOVERNMENT HOUSE GARDENS
MONDAY 31 JANUARY 1994, 6.00PM - 7.30PM

GUIDE NOTES

- The gates to Government House gardens will open at 5.45pm.
- Entry is via the main gate, off St George's Terrace, opposite Irwin Street (see diagram), where name badges will be issued.
- Guests are advised that parking is not available in Government House grounds.
- No cameras please; it is inappropriate for guests to take photographs.
- His Royal Highness, accompanied by the Premier and Mrs Court and the Leader of the Opposition, will arrive at 6.15pm when a Royal Salute will be played.
- After a brief speech of welcome by the Premier, supported by the Leader of the Opposition, His Royal Highness will mingle with guests.
- If presented to His Royal Highness the correct form of address is "Your Royal Highness" in the first instance and subsequently "Sir".
- The Royal Party will depart at approximately 7.15pm.
- At the conclusion of the reception (7.30pm), guests may leave the grounds through either the main gate in St George's Terrace or the Terrace Road gate.

Ozona X

Peter Kovesi



Ozona X is not a virus to be avoided but a very neat nesting pram designed by JF Bedard. <https://www.bedardyachtdesign.com/>

I had been looking at designs for nesting dinghies for a while. The idea I had in my mind was a boat that, when nested, would fit in the back of my ute with each half being light enough to be carried single-handed to the water's edge. Thus I would have, perhaps, the ultimate portable boat.

The design I settled on was the Ozona X. One nice feature is that it has (removable) side seats, so you do not end up sitting on the floor as is so often the case with small prams, especially nesting ones. Also, with luck, the mizzen off Whimbrel should fit quite nicely. After a bit of correspondence with JF Bedard, who was very responsive and helpful, I purchased the plans and cutting files and headed off to Tony O'Connor's workshop to get a kit cut out. Tony's CNC cutter is a wonderful machine. It takes a piece of plywood and in about 10 minutes cuts off all the bits that do not look like a boat! As each sheet came off the machine I kept thinking "that saves me another day of work ... that saves me another day of work ..." When the 18mm sheet came out I was mightily relieved that I did not have to cut some of the intricate shapes that had been carved from it. Construction is now underway.



How to leather your mast or your oars

Andrew Bochenek

Is your wooden mast showing some wear and tear due to the gaff jaws or have you a new set of oars you are fitting to your boat? Then this is something simple but very satisfying to do over the winter break.



Source some good thick leather from one of Perth's many leather shops and cut it to size. Allow the circumference to be a little less than a passive fit around the mast or oar. Maybe 6mm or 1/4 inch smaller. (You will see why later).

You will also need some strong waxed twine, thick strong needles (preferably curved but I used a straight and it still worked well), possibly a sailmakers palm if the leather is thick, some beeswax or equivalent, and a few brass tacks.



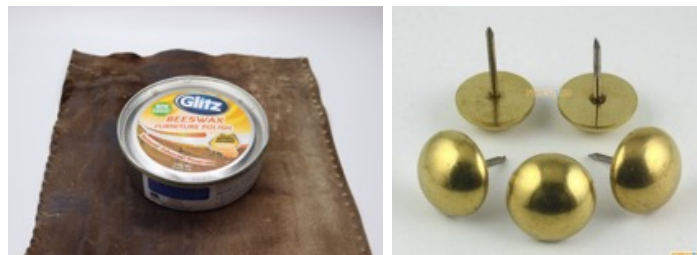
Depending on the thickness of the leather or your needle size you may be best to pre-drill some very fine holes into the leather for the binding to make the process easier. About every 8 to 10 mm is fine.

Now soak the leather in water for a while allowing it to be wet through. This will allow the leather to expand and you will find that when you wrap the leather around the mast or oar, that the gap that was there has now gone. If you actually overlap at this stage, then cut off some more leather on one of the opposing sides. On drying, the leather will shrink and wrap tightly around your mast or oar.

Now you use your needle and twine to sew the sides together, criss-crossing from one side to the other.



Complete the procedure with a knot in the twine and place some brass tacks at either end to minimise slippage. Once dry, melt some beeswax or other equivalent and apply with a brush to the leather. This weather-proofs it.



Then stand back and admire your handiwork. Well done!



Fala's leather mast wrap

Andrew Bochenek Bayraider 20 *Fala*

Lockdown Projects

During the Covid-19 lockdown people seem to have been busy working on their spars.



Jim Black has been making a spar to carry nav lights on *Reach Out*



Michael Arthur has been revarnishing the spars of *Arapaoa* (left), and Ryan Secrest has also been stripping and revarnishing the spars of *Cornish Maid* (right)

Crossword!

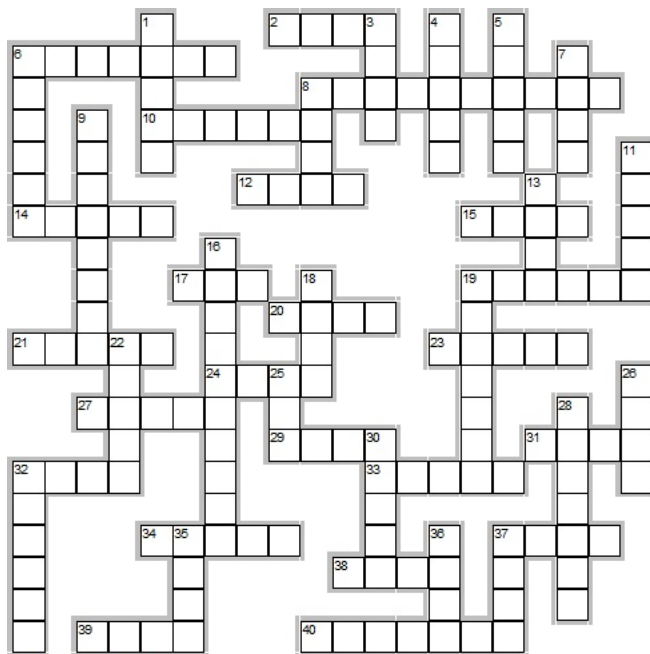
Stolen (with permission) from the Clyde Cruising Club's April edition of the *CCC Chronicle*.

To get you started (and to save you some grief) Jim Black has kindly provided the following answers to two particularly Scottish clues:

8 across is PORTAVADIE and

23 across is WINCHborough.

When you have finished you can check the rest of your answers with Jim!



EclipseCrossword.com

Down

1. At the root of it lies a shortcut (5)
3. a high speed for a rope? (4)
4. Toss for the loo (5)
5. Popular style of trousers in the 1970s goes on fire (5)
6. If you ask enough people, they'll sail materially (6)
7. With time, doesn't wait for any man (4)
8. Holds up the engine's effort (4)
9. Inflatable saviour for several (8)
11. I Zinc this is bolted below the water (5)
13. Hauled under the Pb (4)
16. Illuminating that tower isn't it? (10)
18. Scrap that style of boat (4)
19. This leader jumps rope (7)
22. Plot a course, use that paper. (5)
25. Marine Traffic's source of info (3)
26. Sheet that Guy to the stick (4)

Across

2. A hairstyle to help aboard (4)
6. My direction in life. (7)
8. Old oilyard turned marina? (10)
10. In the storms of life, will it hold? (6)
12. Money for old stuff pulls in the sail (4)
14. A look like this from mother is a telling off (5)
15. Reduce or go aground (4)
17. Stiff pneumatic craft (3)
19. I now pronounce thee man and wife (6)
20. red, green, these young lads show the way (4)
21. Not for incubated eggs going though (5)
23. A borough in West Lothian pulls in its sheets (5)
24. shiver me timbers a great marine wood (4)
27. Stand it, time it, or look this way. (5)
29. Mount for steering device (4)
31. On the shaft, keeps water out (4)
32. Pin your colours here (4)
33. I'm sinking this is electronic (5)
34. A tiller its not, but steer it will (5)
37. How wide was Scotty the Trekkie (4)
38. A cloth for propulsion (4)
39. Bang, vang and mainsheet in - explosively (4)
40. A beer on tap that's deeper (7)
28. Tiny telescope for navigation (7)
30. A foresail that is not a place in Italy (5)
32. Troy Tempest's aquanaut girlfriend (6)
35. A dale in Sutherland? (4)
36. No pennant but recognisable sign of belonging (4)
37. On which we all wish we were. (4)

Contact the OGA

www.gaffrigsailinginwa.org

www.facebook.com/groups/1733609723588120/

WhatsApp: WA Dinghy Cruisers

President	Andrew Bochenek	molarman@iinet.net.au
Vice President	John Longley	johnflongley@gmail.com
Secretary	Owen Stacy	stacy1950@iinet.net.au
Treasurer	Jim Black	jimblack.marine@iinet.net.au
C Fleet Captain	Jim Black	
Membership Secretary	Belinda Bennett	
Boat Registrar	Chris Robinson	rockdoctor46@bigpond.com
Web Master	Chris Robinson	
Social Secretary	Pauline Dilley	
Quartermaster	Michael Darkes	
Newsletter	Peter Kovesi	peter.kovesi@gmail.com

