



WORDS and IMAGES  
The Captain, supplied



# The Boat Collector

When Dale Stott first spied a Veitch 27 it was love at first sight — and now he owns half the company. And it was that romantic old sea dog The Captain who brought the happy couple together.





**D**ale Stott is a former tradie who now runs his own concrete drilling/sawing/polishing business, and dabbles in a bit of land development on the side. He's had a few boats in his time, including a Haines 680, Contender 25T, 26ft Seaswirl Striper and 6000 Riviera SportsYacht, but none have got him as excitable in the trouser department as his new Veitch 27-footer. Dale first got the word on the Veitch goodness courtesy of one of his three sons, all of whom are as into fishing and boating as their dad. "One of my boys sent me a YouTube video from The Captain magazine and said to check it out — it was certainly a bloody sexy looking boat."

A few weeks later, Dale was down in Paynesville, Victoria, to do a bit of work on his Riviera, when he spotted a Veitch in the flesh. "We swung by to have a look and Roger was there," Dale recalls. "I'd never met him before, but I wound the window down and asked if he took credit cards because I wanted one. Badly."

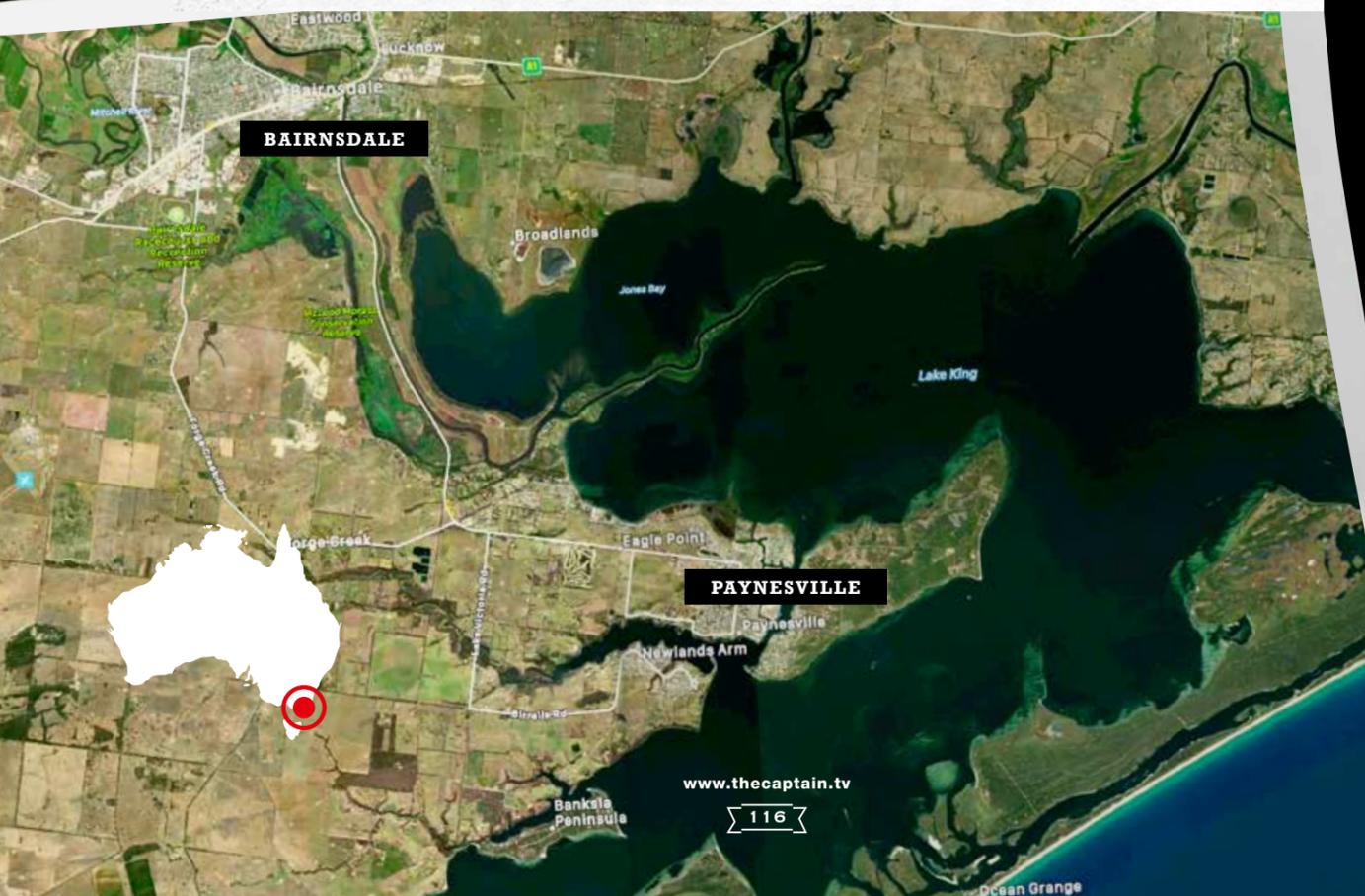
Dale was hooked, but had one final hurdle to clear, his wife, Kristie, had the final say. "I took a photo to show the Minister for Finance and put it up on our family Snapchat," he says. "I got three thumbs-up from the boys and Kristie just said 'whatever'. It wasn't a no, so I took that as a yes."

**WHERE IT ALL STARTED**

After a sniff around the Veitch factory in Bairnsdale, Dale knew he'd made the right decision on buying a Veitch 27. He liked the idea of supporting the local boat-building industry in Gippsland — plus he was in luck. "What impressed me most were its beautiful lines. A lot of boats have the flat gunwale rubber all the way around, but this one's got that real eagle's head look and those beautiful curves."

Dale also liked the idea of working with Roger to design a boat to, er, satisfy his needs. "I've been part of a boat build before, a Riviera 6000, and enjoyed the process. This gave me the opportunity to do it again — but to get a boat more suitable for southern waters."

A hardtop was top on his list of desires, plus the ability to cover longer distances comfortably in a trailer boat more suitable for southern waters. "The Contender centre console is great for up north, but I struggle with it down south," Dale says. "When we go with our mothership, we're around the reef for several days game fishing. You need capacity for a large fuel load, twin engines and comfort — I'm not a spring chicken anymore. I wanted something that not only could I tow behind my big boat, but with enough range to shoot down to Port Welshpool or up to Eden and Bermagui to chase stripe marlin."



**BAIRNSDALE**

**PAYNESVILLE**

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**DALE STOTT ON BECOMING A BOAT BUILDER**

"The story goes that I was so impressed with the product that I bought the company — and it's true. For a start, I just wanted to help out, but I could see it was something that was really going to go ahead. I spent a bit of time with Roger, giving him a little bit of business mentoring. We realised to grow the business he was going to need some help, so I offered him my boat as the demo boat. Then we realised the business needed a bigger factory. At that stage, we teamed up, sold some shares in the company and bought the new factory."

Am I the designer of the boat? Not really. Do I give input on things from a boat user's perspective? Sure. But Roger has the perfect eye for lines and detail, so I'd best let him manage that side of things. He does think big and sometimes you have to keep bit of a lid on it, but he's working on a lot of fabulous new things.

**THE FINISHING TOUCHES:** Dale had a big say in the design of the new moulded floor that keeps things dry below decks.



**YAMA-WHOA:** Dale is a big fan of Yammie power, especially now that's he upgraded to the pearlescent models (keep turning the page).



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“Keeping it simple” only applies to the fridges. There’s plenty of other tricky kit aboard including a Seakeeper.



**(ABOVE) AT THE HELM:** The Veitch helm is a place to behold — and bloody hold on!

**FIT-OUT FRENZY**

Dale then posed the question to Roger about modifications to the furniture set-up to ramp up the comfort factor — including bigger eskies, a Seakeeper gyro stabiliser and a shedload of Garmin electronics. “I wanted something super comfortable,” Dale says. “So when you’re running a spread of lures, you can sit back and watch them — the driver and passenger can take it in turns.”

Dale is also big on cold storage. “Big fridging was important. I put in two 120L fully foamed and insulated boxes. It’s an option to put refrigeration plates in them, but I’ll see how they go running ice. I’ve kept it simple — less to maintain and clean.”

“Keeping it simple” only applies to the fridges. There’s plenty of other tricky kit aboard including a Seakeeper. He reckons it’s saved his marriage. “I call it the ‘Wife Keeper’. It’s not for everyone, but at the end of the day, my wife does come out fishing with me and if you can afford one, they really take the stress out of a long day on the water.”

**BELOW DECKS & BEHIND THE SCENES**

Apart from choosing the bolt-ons, Dale had some input into the flooring design. He wanted somewhere dry to fit a Seakeeper. “We’ve made really good improvements to the floor system. It features fully moulded floor and hatches. Any water that makes its way onto the deck drains through to the sumps and out the side of the boat. The dry hatches are just that — dry. Or, they can be used as fully insulated kill tanks as they’re surrounded in foam.”



**SHE’LL KEEP:** The new moulded flooring is designed with the option for fitting a Seakeeper.





It's great to have a boat that's comfortable and looks good, but at the end of the day it's still got to perform



**(BELOW) ZONING OUT:** Dale runs CZone switching through the Garmins. At the flick of a switch, the boat will be set for cruising, docking or even stealth.



**(BELOW) QUICK & THE DEAD:** They're not the quickest motors, but Dale reckons reliability is more important when you're 100km offshore chasing swordfish.



Then they got to work on the dive door. "The latching system has been improved and we don't get any water in through the door — it's absolutely dry," Dale says.

Then they moved the helm. "The ergonomics of the helm are great — you can be driving at speed and you've got somewhere to rest your arm, your throttles aren't bouncing around and there's room to operate the joystick."

Because Dale had run Garmin in his previous boats, it was a no-brainer for the Veitch — easy to understand and simple to operate. "It really comes down to personal choice," he says. "The Garmin talks really well to Yamaha, the integration is great, but there's no magic formula — it's whatever you're comfortable with."

**ELECTRONIC HEAVEN**

But Roger did wave his magic wand to get the electronics talking to each other and Dale reckons the wiring is a work of art. "There's a lot going on in this boat. We've got CZone, three screens, the Fusion sound system, the Seakeeper, two sets of batteries including a Lithium housebank, electric winches and all the feature lighting. To put it all in so neatly laid out and labeled is a credit to Roger and the crew."

As he runs The Captain through his electronic inventory, Dale gets that familiar lovestruck look on his face. "I've got the electronics set up to use in different modes. We can set the boat for cruising, docking or even stealth — all at the flick of a switch. You've got high wide and low transducers to pick up the terrain when you're fishing, as well as cameras to look out the back when you're docking. We've also got the FLIR night-vision camera — a great safety feature in fog or smoke like last year's bushfires. It'll pick up anything in the water such as whales or debris. It's really good for safe boating at night. It's great peace of mind."

**DOING THE HEAVY LIFTING**

At 27ft long and three quarters full of fuel, Dale's baby tips the scales on the trailer at 4200kg. "And that's with the Seakeeper and, obviously, an esky full of beer." He adds that being a resin-infused boat, the fibre adds strength, but also makes the boat much lighter. "This means even with a big fit-up like this boat, you can still tow it with a Ram 1500."

To get sufficient grunt, Dale opted for a pair of grey Yamaha V6 300s, which have recently been updated to fresh-from-the-factory pearlescent white models. "They're maybe not the quickest, but reliability is important when you're 100km offshore chasing swordfish. I'm getting 1.2-1.3L sitting on 30-35knots. Given a fuel capacity of 700L, I can do multiple days out. I can run down to Flinders Island without any problems."

As well as looking like a goddess, Dale rates the Veitch with the hammer down pushing his rig to more than 50 knots. "It's great to have a boat that's comfortable and looks good, but at the end of the day it's still got to perform. It blows a lot of people away when you take them for a run. You throw it into a corner and it grabs hard and doesn't let go. You have to warn people to hold on or they'll be out the side. There's no cavitation at all and the only time you hear any prop noise is when it's out of the water at 40-50 knots, jumping off the top of waves. It's a sports car to drive and I just love it."



**DALE THE DYNAMO**

Want to kill it in your business field? Here are Dale's top 10 hard-won tips for business success.

01. Find something you're passionate about.
02. Be clear about what success looks like, and have a plan to get there.
03. Surround yourself with good people.
04. Don't be afraid of employing people better than you. In fact, insist on it!
05. Then learn to delegate responsibilities — and don't be a micromanager.
06. Don't forget to coach yourself — get yourself a good mentor.
07. Keep looking to improve. The day you stop is the day you start going backwards.
08. Get a bloody good accountant.
09. Don't put all your eggs in one basket. Spread the risk.
10. It sure helps to have a supporting wife and partner (big shout out to Kristie).



**THE SOUND OF MUSIC:** Two of Grant's favourite things - an esky full of cold beer and driving backwards in a hurry.



**PERFECT FINISH**

Now he's part of the operation, Dale says one of the many things that sets a Veitch apart from the rest of the fleet is the quality finish Roger is renowned for. But Dale wants to raise the bar even higher. "We've got a finish you'd expect to see in a sports car, but not in a boat. We see the Americans do it, so I say, why can't we?"

Dale lists his baby's more stylish features. "She's got diamond pattern stitching on the leather dash, which really cuts down the reflection, padding on the sides and chequering right through in the sea deck. It's not a poky little cabin — the two of us can comfortably stretch out and sleep in the vee berth, and we've put in a flushing toilet."

He reckons as far as growing the company is concerned, the future's so bright, he'll need his shades, for sure. 🕶️



**STOTT PRESS**

Since The Captain's crew first spied Dale Stott's 27 Veitch, the boat has been updated with a pair of white 4.2L F300 DES Yamahas featuring cowlings inspired by the V8 425HP XTC. Dale says they look like they're doing 1000mph standing still, but the most noticeable changes are down low in the rev range. In reverse below 2500RPM, this clever gizmo releases exhaust bubbles above the anti-ventilation plate, away from the propeller. This means the prop bites into clear water, ensuring more control in tight situations

around marinas, when docking or backing onto fish. Dale swears by it.

The other big change in Dale's experience is the steering — these white stallions are fitted with Yamaha's new Integrated Digital Electric Steering (DES). They're more responsive, fully programmable for "locks to turn", or "resistance on the wheel" and easier to rig than conventional systems — which suits any boat builder looking to get product out the door swiftly. The DES also leaves the boat uncluttered — no steering pumps, no hoses, no hydraulics, no rams, no oil — and a definite no-brainer to service.

**Boat specs**



**VEITCH BOATS 27**

LENGTH: 8.25m

BEAM: 2.45m

HULL-ONLY WEIGHT: 1500kg

BMT WEIGHT: 4200kg

DEADRISE: 25.5°

FUEL CAPACITY: 700L

MAIN KILL TANK: 200L

LIVE BAIT TANK: 120L

WATER CAPACITY: 100L

HULL WARRANTY: 5-year structural

REC MINIMUM HP: 300HP

REC MAXIMUM HP: 600HP

**ENGINE SPECS**

MAKE: Yamaha

MODEL: 2 x F300 DES Offshore Series

TYPE: V6

DISPLACEMENT: 4.2L

WEIGHT: 288kg

**PRICE AS TESTED**

\$450,000

**OPTIONS:**

Custom furniture and upholstery, tackle drawers, Seakeeper, Yamaha DES system, Garmin displays, Garmin radar, FLIR night-vision camera, B175HW transducers, CZone switching, Savage tri-axle trailer.

**MORE INFORMATION**

Veitch Boats

1/29 Rovon Place, Bairnsdale, Victoria.  
(03) 5141 0022. [www.veitchboats.com.au](http://www.veitchboats.com.au)



**THUMBS UP**

- Sex on water
- High performance — with high comfort levels
- Goes past other reputable rigs like they're standing still
- All the fruit fitted on this model



**THUMBS DOWN**

- Not for the faint-hearted at high speed
- If you want a set-and-forget rig, the Veitch ain't for you
  - We can't justify the Seakeeper
- Seakeeper chews up kill tank space
  - Painted hull marks
- Costs as much as a small unit
- We all had to listen to Dale's striped marlin stories

