

OLD GAFFERS ASSOCIATION

WESTERN AUSTRALIA
INCORPORATED NEWSLETTER

2003 REGATTA—Presidents report

Since the inaugural Old Gaffers Regatta six years ago, our event has steadily gained momentum. Each year there has been more interest, and this years Regatta has to be rated as the best yet. There were 38 entrees this year, which is a record. Our sponsorship was again fantastic, with excellent prizes, and the enthusiasm shown by everyone involved augers well for the future. Our hosts

at Royal Freshwater Bay Yacht Club were extremely pleased with the event, and have expressed their overwhelming interest to continue to host this great day.

From my perspective the sailing was spectacular. To see all those traditional yachts parading on the Swan River at one time was an absolute joy to behold. *Aorere* with her perfectly set jack-yard tops'l alongside the varnished little hull of the 12 ft Cadet Dinghy *Thermopolae* will always be a picture that will stick in my mind. Although it was a grey overcast day, the wind provided an excellent sailing breeze with shifts,

gusts and lulls. It was just fantastic to be out there, with the river to ourselves, mixing it up with such a wide variety of interesting craft. It says a lot when Morris Field, skip-

(Continued on page 2)



Aorere and *Weeroona* were participants in the A Fleet in this years Regatta—Photo Wally Cook

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Special points of interest:

- Merry Roses' visit to Goolwa
- Regatta results.
- More lovely Gaffer's for sale.
- Send in those stories and pictures—to either Mike or Fiona via snail mail or email. If you send photos via snail mail, we'll post them back to you.
- Email Fiona and let her know if you would like an emailed colour digital copy of the newsletter.
- Next newsletter deadline: **11 August 2003.**

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President's report continued

(Continued from page 1)

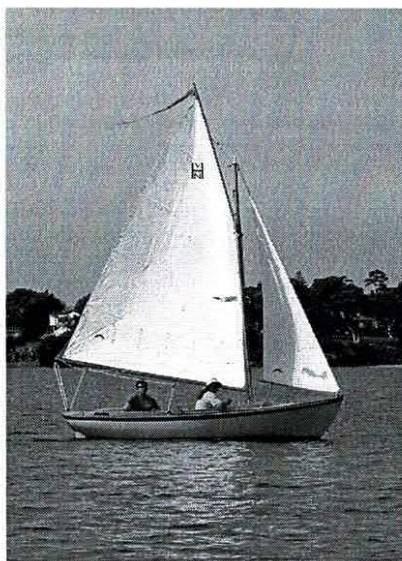
per of the last boat to finish (and winner of a bottle of 'Slow Gin'), told me with great enthusiasm that he can't wait until next year!

Once again I would like to thank Fiona Hook for all the work she did in helping get us all out on the water, along with Mike and Mary Igglesden, Rick Roach, Diana Hewsen, Kay West, Jill Slausen at R.F.B.Y.C., and everyone else who lent a hand. Once again our sponsors have to be congratulated, and so from the O.G.A. a whole hearted thank you to Traditional Marine Services, Yacht Grot, Ci-

cerello's, Hill Sails, and the Albion Hotel. Most of all I think that every member of the Old Gaffers Association should receive a well deserved pat on the back!



Ye Mariners All
 "Ye mariners all, as
 ye pass by
 Come in and drink if
 you are dry"



On a more sombre note, I was informed that Clive Jarman's father passed away last Saturday. To Clive and Linda my most heartfelt condolences from myself and the Old Gaffers Association.

Editorial



Being in the fortunate position of no longer having to go into work for a living (I am just getting used to that fact after 17 years!) I note in my ships log that I have been at least 'off the mooring' 14 times since our Rockingham weekend. One of those ventures

was an enjoyable, if wet, HMAS Perth Memorial Regatta. The wet factor was induced by a slop built up by a 15-20 knot SW breeze, which in spite of reefed mains by at least three of the Old Gaffers, was more than sufficient for exciting sailing.

'Christina', 'Merry Rose', 'Swallow', 'Bicton Bell' and 'Oriol' represented the OGA. Netherlands Yacht Club were, as always, very appreciative of us participating in their regatta. Gives a bit of class to the event!

Which, of course, brings me to another event in which nearly 40 gaffers and other beautiful boats gathered at Royal Freshwater Bay Yacht Club on

26th April to grace the Swan River. The 'Fastest Gaffer on the Swan' was well and truly won by 'Thera' the just rebuilt flyer of the early 1900's. Our esteemed chairman Chris Bowman gave a very full description of her history and rebuild in the February edition of our newsletter. Chris skippered the fastest Couta boat, Ajax, but she crossed the line 5 minutes after 'Thera'. So 'Thera' is some fast gaffer! The results for 'B' fleet appear elsewhere in this newsletter, these are the boats sailing that day which represented our Association.

We owe Chris a debt of gratitude, who, above all others involved in the organisation of the event, made it happen.

Two other members, Fiona Hook and Deana Hewison were responsible for the programmes and the pennants. Fantastic people.

How about some more "Are we having fun yet?"

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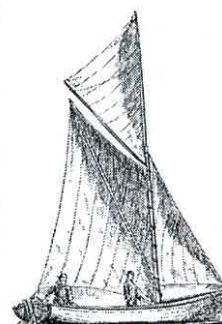
OGA Regatta—results

			Handicap	Elapsed Time	Corrected Time	Position over line	Position on H'cap	Minutes Off
A fleet								
RF444	Merlin	Geoff Ogden	0.6150	2:02:13	1:15:10	3	1	0:00
RF16	Ajax	Chris Bowman	0.6180	2:01:51	1:15:18	2	2	0:08
RF25	Weeroona	Brian Evans	0.5800	2:11:11	1:16:05	6	3	0:55
RF131	Hero	John Leggo	0.5900	2:11:44	1:17:43	7	4	2:33
RF197	Shannon	Mark Foti	0.5700	2:17:05	1:18:08	11	5	2:58
RF26	Kasey	Julian Walter	0.5900	2:13:00	1:18:28	8	6	3:18
RF9	Christa	Willy Packer	0.6150	2:08:33	1:19:03	4	7	3:53
RF3	Genevieve	Rory Argyle	0.5450	2:25:18	1:19:11	12	8	4:01
RF13	Aorere	Andrew Mason	0.5850	2:16:53	1:20:05	10	9	4:55
RF188	Swift	Chris Norman	0.6150	2:11:09	1:20:39	5	10	5:29
R11	Thera	J Fitzhardinge Snr	0.7000	1:56:00	1:21:12	1	11	6:02
RF19	Eclipse	Gus Simpson	0.6150	2:16:15	1:23:48	9	12	8:38

B fleet								
C83	Christina	Michael Horton	0.8000	1:53:31	1:30:49	2	1	0:00
OGA4	Ti Tu	John Horley	0.7300	2:04:41	1:31:01	5	2	0:12
CB00	Wyndham	Tom Roberts	0.8300	1:51:52	1:32:51	1	3	2:02
PFS34	Sunbeam	Bruce Prance	0.8500	1:54:02	1:36:56	3	4	6:07
F363	Merry Rose	Clive Jarmen	0.7500	2:10:04	1:37:33	6	5	6:44
OGA20	Hakuna Matata	Jeremy Stockley	0.8500	1:55:05	1:37:49	4	6	7:00
OGA19	Oriel	Mike Igglesden	0.7300	2:15:31	1:38:56	8	7	8:07
20420	Nicola T	R McCracken	0.8000	2:11:34	1:45:15	7	8	14:26
SW	Swallow	Mike Robbins	0.7200	2:26:36	1:45:33	9	9	14:44

C fleet								
T144	Thermopolae	Simon Dawkins	0.7000	2:12:48	1:32:58	3	1	0:00
KO	Kohinoor	Michael Taylor	0.7800	2:00:28	1:33:58	2	2	1:00
VN	Haven	David Morse	0.9000	1:54:51	1:43:22	1	3	10:24
RO	Reach Out	Jim Black	0.7500	2:43:03	2:02:17	4	4	29:19
F216	Shar	Rick Roach	0.7500	0:00:00	0:00:00	DNF	5=	0:00
GYP	Gypsy	Dale Miller	1.0000	0:00:00	0:00:00	RAF	5=	0:00

D fleet								
DKA116	Solent	Jeff Sinton	0.8608	2:01:38	1:44:42	2	1	0:00
DKA80	Maranel	Richard Smith	0.8454	2:08:10	1:48:21	4	2	3:39
DKA55	Gustel XI	Andrew Johnson	0.8567	2:08:01	1:49:40	3	3	4:58
DKA109	Aeolus	Jennie Fitzhardinge	0.8660	2:09:14	1:51:55	6	4	7:13
RF1519	Bacchante	Gerry McGann	0.9000	2:08:16	1:55:26	5	5	10:44
RF71	Gelasma	Neville Prosser	1.0000	1:58:49	1:58:49	1	6	14:07
RF37	Carmonique	Brett Herron	0.8600	2:21:42	2:01:52	7	7	17:10
FLAM	Flamingo	Morris Field	0.7000	3:02:55	2:08:02	8	8	23:20



"Come spend, me
lads, your money
brisk
And pop your nose
in a jug of this"



Cicerello's
W.A.'s No. 1 Fish 'n' Chips

Life Member Jack Gardiner writes of the days on the Barges

The barge dinghy's were heavily built and always had double knees each end of the thwarts. Some had knees under the thwart too. This was because the river barges all had to tow their boats. The coasters had a pair of davits aft and could hoist them out of harms way and I mean that literally. In the docks they were always in the way of lighters and other barges and the lightermen always thought they made good fenders. The call of

'Sailorman shift your boat' usually came much too late to do anything about it. They only ever had one oar in them and were always sculled over the stern. Another thing they all had up forward, the bow thwart was extended for'd right up to the stem. This meant you could pull the boat up and step into her without falling down the hole between the thwart and the stem.

The coasters boats all had to be fitted with tanks and lifeboat gear including two pairs of oars. People must have been a lot more honest in those days because nothing ever went missing even if the boat was left tied up to a pier or jetty. If one went adrift for any reason the river police always seemed to find it and return it either to the barge or the barge yard that owned it. The name was always carved into the transom. The police seemed to have a very good relationship with the sailormen and would

always give a push or pull to help a barge in difficulty. It did not seem to happen with lightermen at all. They all seemed to be what may be described as a rough lot. To give an idea of the traffic on the river there was at any time a million tons of cargo afloat. A large quantity of that would be coal for the power stations and gas works, who all had their own colliers, mostly steamers of 1000 – 1500 tons. Some of which had tele-

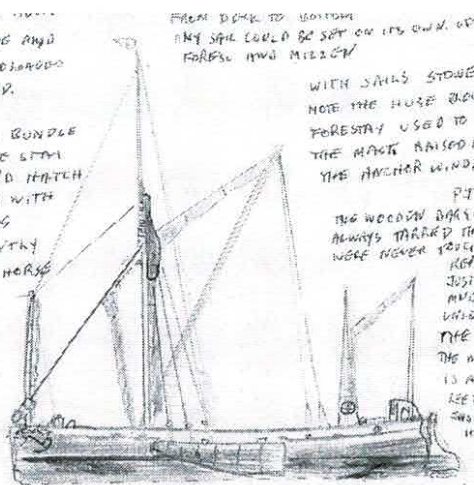
scopic masts and swing down funnels, to go up under the bridges to Battersea Power Station and others. The oil ports are down the estuary. There were then three or four big refineries side by side on the Essex shore. They were hit early on in the blitz and from Chatham

where we lived for 3 days we could see a huge pall of black smoke. Anyway that has nothing to do with barges although; there were two or three tank barges which used to carry tar from the various gas works to where it was to be used on roads and in chemical works. It is surprising the things that were made out of coal tar. Somebody once told me that aspirin was one of the bi-products but I don't know if that is right. All sorts of dyes certainly were made from coal tar.

The barges themselves were all tarred. Painting the barges side was done sitting on a mud or sand bank with a baby bath full of tar and an old broom, the bottoms were never



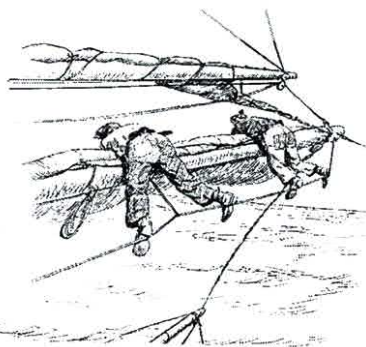
"Oh mariners all, if you've half a crown You're welcome all for to sit down"



Yacht Grot
NEW AND USED CHANDLERY BOUGHT AND SOLD

touched and kept themselves clean by sitting on the mud at the places where they loaded. Very few got worm eaten and those only who had sat afloat for long periods. This happened to a lot of barges which had spent the war on mooring buoys.

The work on board was not hard but the hours could be long sometimes. Winches controlled all the sails and steering was as hard as you made it. The skipper could sail for a long time with just a couple of spokes each way now and again. I never got that good but did improve a lot. Heaving up the anchor was not all that hard, the windlass was very low geared so that it was very slow. I think two turns on the handles for one link of chain in. Otherwise the work on deck was mainly chipping and painting when there was nothing else, certainly nothing very strenuous. The dinghy took two men to hoist, it was quite a big boat, but was lifted one



end at a time with a double two sheave block at each end. If short handed the falls could be led to the leeboard winches which had a warping drum as well as the leeboard drum.

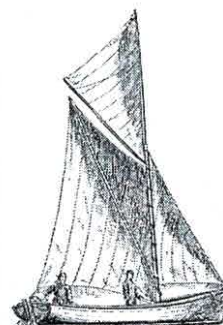
1. Don't keep up with the Jones'

2. You will meet them on the way back

I did not do much barge work after the war except when we got back and there was absolutely no accommodation

available with all the ex-servicemen all looking for homes. We bought one of Eastwood's brick barges and sailed her round to Rochester making her into a houseboat and living afloat (at high tide) for a couple or three years before exporting ourselves to Oz.

To be continued next newsletter.



**"Come spend, me
lads, your money
brisk
And pop your nose
in a jug of this"**

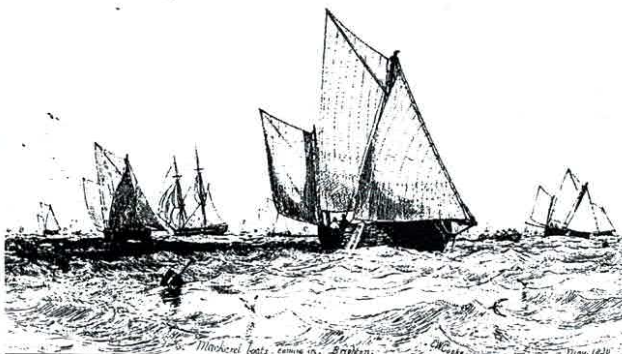
Believe it or not

The 'Preussen' was the only 5 masted fully rigged ship to be built. She was lost off Dover U.K. in 1910. Her skeleton was just visible from the cliff tops in the 1940's.

The 'Spirit of Australia' is the fastest boat in the world. She is a wooden boat and set the record of 317.68 mph. on Blowering Dam N.S.W. in 1978.

In 1844 Joseph Louis Lambot built a cement boat reinforced with wire mesh. He patented

his work in 1855.



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Are we Having Fun Yet ?

It was one of those idyllic summer days, about 2 pm on a dying Easterly, then WHACK, in comes the sea breeze with a vengeance.

"Mayflower" our recent acquisition was anchored under what we call Captain Stirling's look-out, but is actually known as Cliff Head on the charts, on the East side of Garden Island, about halfway up. Weighing around 5 tons our carvel plank gaff cutter was about to ask us a few questions...did we have the answers?



**"And the wild waves
cleft behind us
Seem to murmur as
they flow
There are loving
hearts that wait you
In the land to which
you go"**

Firstly we had no engine power because the starter motor was defunct. "No worries" I said. Secondly the chain on our anchor line looked a bit puny. "No worries" I said, it's calm. My wife, son and his girlfriend had gone ashore in the dinghy with the outboard motor, taking with them the only motorised power I had. As a good captain I had stayed on board. One thing right anyway.

And of course, you can guess, as the sea breeze strengthened she started to drag across the weedy bottom. The more warp I let out the faster we dragged. We were bearing down fast on a boat moored astern. In as calm a voice as I could muster I informed him we had no engine and were dragging. He saw the length of our bowsprit, informed me he would be standing by, and promptly disappeared.

Next looming was the ammunition jetty. Our anchor line was completely out now, having no effect.

Got to get the sails up. We're veering on and off the wind, the main is thrashing and then the topping lift breaks and the boom comes crashing down onto the cabin top. By now I am getting angry.

Somehow I get the main up but we're still going astern. Got to get the anchor in. How far to the jetty now? Frenzied activity on the foredeck. I feel something go in my back. It still wakes me at night. I didn't mention did I that we have no anchor winch? At long last, everything in a heap on the foredeck, up with the staysail. At last we are sailing even though the main looks a bit



like an old lady with her bloomers halfway down.

The crew appears on the shore having enjoyed their relaxing walk and start out towards me under the outboard. I've read somewhere about heaving to, so try it, and it sort of works. Just as the dinghy nears us, the outboard conks out. I'm yelling to my son to check that the fuel tap is on, and he's yelling "what?". Pauline's rowing into the sea breeze like a galley slave, everything's flapping and it suddenly occurs to me...

NO, I'm not having fun yet!

PS We did make it back, the starter motor's fixed and we have a new topping lift. Now if I could just fix the leak



John Dilley, Captain and Commander, The Good Ship Mayflower.



Beaufort Scale

Beaufort Scale	Description of Weather	Effect on Sailing Vessel	Knots	Km/H
Force 0	Calm—mirror-like sea (seas 0 m)	No steerage	0-1	0-1
Force 1	Light air—slight ripples (seas 0.1 m)	Little steerage	1-3	1-5
Force 2	Light breeze—small wavelets (seas 0.2 m), crests have glassy appearance	Wind fills sails and yacht travels about 1-2 kn	4-6	6-11
Force 3	Gentle breeze—large wavelets (seas 0.6 m), crests begin to break	Yacht begins to careen, travels about 3-4 kn	7-10	12-19
Force 4	Moderate breeze—small waves (seas 1 m), fairly frequent white horses	Yachts sailing with all canvas have good list	11-16	20-28
Force 5	Fresh breeze—moderate waves (seas 2 m), many white horses, some spray	Yachts begin to list too much and shorten sail	17-21	29-38
Force 6	Strong breeze—Large waves (seas 3 m), white foam crests prevalent, spray	Yachts reduce sail	22-27	39-49
Force 7	Near gale—Sea heaps up (seas 4 m), white foam from breaking waves is blown by wind	Most yachts remain in harbour	28-33	50-61
Force 8	Gale—waves up to 6 m high	Head for safe harbour	34-40	62-74
Force 9	Strong gale—very high (up to 7 m) rough waves, crests begin to topple		41-47	75-88
Force 10	Storm—High waves (seas 9 m), low visibility, sea surface becomes white from spray		48-55	89-103
Force 11	Violent storm—Exceptionally high waves (up to 12 m), visibility difficult, sea covered with foam		56-63	104-117
Force 12	Hurricane/Cyclone—Air is filled with foam, sea completely white with driving spray		63+	117+

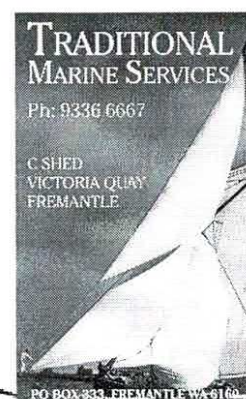


*"Rolling home,
rolling home,
rolling home across
the sea
Rolling home to
dear old England
Rolling home, dear
land to thee"*

Pauline Dilley (Mayflower) provided the information for this table as she was having trouble easily deciphering the different terms used by the papers and television. The scale definitions mostly come from the Bureau of Meteorology 1993. *Wind Waves Weather—Perth Waters (Jurien Bay to Bunbury)*. Australian Gov-

ernment Publishing Service, Canberra. In addition Pauline also provided a table compiled from various sources.

Pauline suggests that this guide is cut out (photocopied first?!), laminated and kept on board for future reference.



Merry Rose successfully launched

On Saturday afternoon 24th January 2003 Clive Jarman and Linda Jennings' 'Merry Rose' was successfully launched. A large crowd of well wishers were there to see her hit the water.

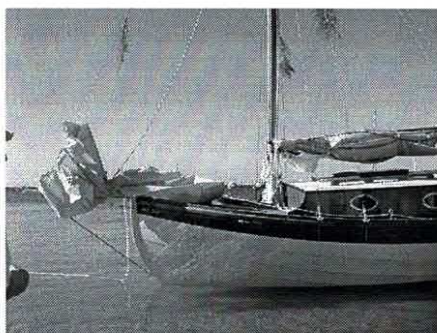
Mary Igglesden has the pleasure of launching her



Just kissing the water

with a modest splash of bubbly (didn't want to waste too much as there was a thirsty crowd waiting).

Clive and Linda have promised to write us some more stories about Merry Rose, perhaps on their return from Goolwa.



Merry Rose afloat



Raising the mast

**"Many thousand
miles behind us
Many thousand
miles before
Ancient ocean have
to waft us
To the well-
remembered shore"**



Mary Igglesden christening Merry Rose



Arrival on the trailer

Believe it or not

If, when meeting up with sailing friends and you can't for the life of you remember their names try 'injecting' into the conversation. "Well, what are your plans for this season?" Your victims will launch off into their favourite subject – their boat - and you will be home and dry.

A wind is said to veer when it moves clockwise. It backs when it moves anti clockwise.



"In May 1903 the survey ship 'HMS Dart' complained that the salt beef issued to the ship had been in brine since 1863." According to MHA Journal of March 2001.

Our word 'dinghy' originates from the Hindi language of North India.



Jack Gardiner continued

(Continued from page 5)

You shipped the handle and turned it enough to lift the pawl then pulled the end of the brake and tightened the turns on the shaft and jumped the handle off. The sail, which might weigh anything up to half a ton, was then lowered gently by just easing the rope brake. The big forestaysail was permanently sheeted to the horse and the sheet was not adjustable as to length.

Next aft came the main hatch with a sailing beam half way. The steel barges could lift theirs by unbolting the ends but the wooden ones it was built in with massive knees at each end. Behind the hatch came the main horse sometimes of wood and sometimes steel. It was held in big wooden chocks at the ends and the wang falls were belayed onto cleats on them. On the river barges the next thing aft was the cabin coach roof with a sliding hatch to the cabin steps. The coasters had a flush deck with a square skylight. The back edge of this was just in front of the wheel. The double-sided compass was mounted in the top so that it was possible to read the compass from down in the cabin as well. It did not need a binnacle light as the cabin light always burned all night. On the port side was the cabin hatch usually a scuttle. The wheelhouse had an open front but a small return at the sides. Behind it was a kerosene and deck locker to starboard and the toilet to port. The galvanised bucket toilet was not new but the place to use it was unique on the barges.

The bathroom was a bucket of hot water by the stove in the foc'sle. That stove was a big cast iron thing with two ovens between a coal fire, through the winter it was never allowed to go out. The foc'sle was quite big with a gear locker forward of the windlass posts which went right

down to the keel. Then there were two bunks on the starboard and one and a big clothes locker to port. The ladder was on the port side of the hold bulkhead with the stove and a table on the rest. There was a carpet made of sugar bags on the floor. Very elegant!

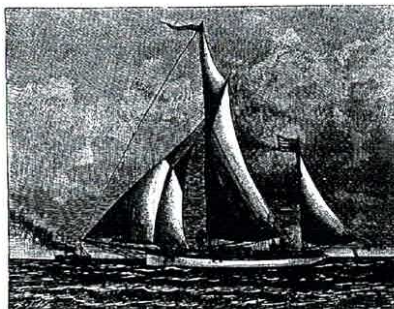
The cabin at the stern had a little lobby at the foot of the ladder with a big fresh water tank behind the steps and a door leading off to the mate's cabin to port. He never slept there, always in the foc'sle where it was warmer. The captain had the cabin on the other side with the lobby door and a fancy tile stove on the for'd bulkhead. The middle of the cabin was taken up by a big U shaped table with built in locker seats, where the coal was kept and a row of lockers across the after end, where food and dry stores were kept. The skipper always sat on the starboard side of the table where he could look up through the skylight and see the BOB, the house flag which flew at the topmast head to see which way the wind was blowing and also the compass was over his head. There also was a large space under the cabin floor for the future engine room, there was about two tons of coal there. I suppose carried for ballast because I never saw any of it used. All heating and cooking on board was by coal fires and all lighting by kerosene and it was the cooks job every morning to fill and trim all the lamps. There were a lot of them too. Two cabin coach lights and one overhead lamp with two burner wicks. Two in the foc'sle, port and starboard, stern lights and a big riding light used while at anchor. The navigation lamps were bucket sized things and all fitted with glass dioptric lenses, must have cost a fortune. The cabin and foc'sle lights kept alight all night.



**"Cheer up Jack,
bright smiles await
you
From the fairest of
the fair
And her loving eyes
will greet you
With kind welcomes
everywhere"**

REGATTA 2003—Preliminary Notice

OGA members are reminded that the OGA Regatta is on 26th April 2003 at the Royal Freshwater Bay Yacht Club. We want an even better turn out than last year, so even if you don't want to race come and bring you gaffer for a sail. RFBYC welcomes all members and space is available for mooring if required. If you can't bring you boat there is the chance to catch-up/meet fellow



Gaffers ... SO BE THERE, WRITE IT IN YOUR DIARY NOW!!!!

The regatta committee are preparing a flyer detailing all the information, which will be sent out to members in the next few weeks.

If you have any questions regarding the Regatta please ring either Chris Brown—9339 5785 or Fiona Hook—9337 4671.



Presidents report continued

(Continued from page 2)

"immediately became the scratch boat at Royal Perth, and was easily the fastest yacht on the river". It was at this time that a young John Fitz-Harding began his love affair with *Thera*. The 24 year old was asked to skipper her, and continued to do so for W.J. Lucas, who bought her in 1938 and owned her until 1955, when he sold her to her long time skipper. Throughout this time she was the fastest boat on the river. Lucas' new yacht *Panamuna*, another light displacement flyer, proved to be faster. John Fitz made some changes to her at this time, adding a cabin to make her safer for off shore races, discarding her centerboard for a deeper lead keel, and replacing her gaff rig with a bermudian. These changes were only marginally successful, and so *Thera* was sold to Aub Berryman, and a new yacht built. "Thera" sailed for many more years out of S.P.Y.C., until she faded into obscurity.

In 1995 the bones of *Thera* were found languishing in the sun at the annex of the WA Maritime Museum by John's son, John Fitz-Harding jnr, himself a keen yachtsman and naval architect. John jnr acquired the wreck and trucked it to Dongara, where he set about her careful restoration. The result is

awe-inspiring. She is beautiful. *Thera* has been lovingly re-built with modern materials to her original specifications. Her long, lean hull and graceful gaff rig with her old R11 on her peak will once again be seen scudding across Perth waters. After being launched earlier in the week, *Thera* will be sailed alongside the jetty for a reception at Royal Perth Yacht Club. At the helm will be John Fitz-Harding snr. On that day, February 15, he will be turning 92, the same age as *Thera*. As he said to me the other day, "If only they could rebuild me as well as they did *Thera* I'd be laughing..." I only hope I will be doing as well at 92!

Thera will be a definite starter at this years OGA Regatta on April 26, which is shaping up to be bigger and better than ever. Information and nomination forms will be sent out soon, so get them in early. (Remember there is a prize for first entry received!) Brian Phillips, our ex president, told me the other day that he is hoping to have his new boat ready for the day, and if it is anything like his last boat will definitely prove to be a challenge to the handicappers!

Smooth sailing to you all for the rest of the summer. I look forward to seeing you all at the Regatta!

Chris Bowman



*"Rolling home,
rolling home, rolling
home across the sea
Rolling home to dear
old England
Rolling home, dear
land to thee"*

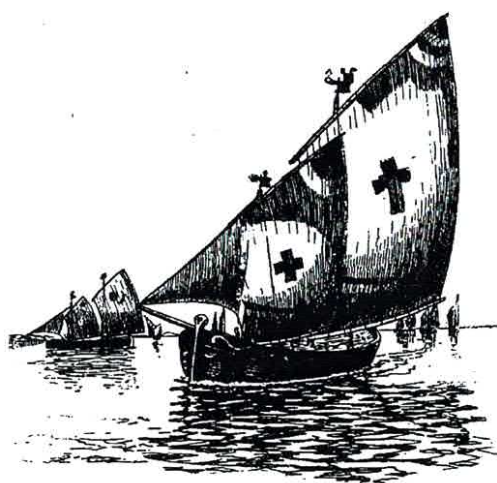


Barry Hick's Museum

If you have never visited Barry Hicks' Maritime Museum, (if you have, you will know the treat in store) do yourself a huge favour on Sunday 2nd March and come along to 49 Lacey Street, East Cannington at 10 o'clock.

The most incredible private maritime museum in WA will be open to OGA members to view, and sample an out of this world morning tea! I have attended many of these open days – they are something extra special.

Editor



Notice of Race—The 43rd Perth Memorial Regatta

On Sunday 23rd February 2003 Nedlands Yacht Club, in association with the HMAS Perth Survivors Association and the Naval Association of Australia (Fremantle sub-section) will conduct the annual HMAS PERTH MEMORIAL REGATTA as a tribute to the memory of Captain Hector Waller, DSO, RAN and the crew of the HMAS Perth, lost in action on 1st March 1942.

Gaffers have been listed as Division 7. Entry Fee is \$10.00 payable to the Nedlands



Y.C. Entries close 13:00 hours on Sunday 23rd. Sailing instructions will be available from race headquarters on the day of the regatta at least one day before the first event.

Fiona Hook (9331 4600) and Mike Igglesden (9386 4128) have copies of the Notice of

Race and Entry forms for anyone who is interested.

Other contacts: NYC 9386 5496; Organiser, Chris Waldie 9409 7659

For Sale—Fresa

GAFF CUTTER

Bruce Roberts design Spray 25' overall. x 22' over deck x 8' beam x 2'6" depth.

Construction is 1" x 1" American Cedar West System.

20 to 25 oz. cloth outside and 10 oz. cloth inside.

Teak cockpit and two pot coach roof and deck.

Oregon mast and near new Red Hill Sails.

Extras include VHF Radio 27 Meg and Garmin 75 GPS.

Two man Sevylor (Fish Hunter), Blow up tender, with pump.

All on a tandem Roadmaster Lic. Trailer.

Asking \$22,000.00

George Brown 9447 3049



*"When the glass falls low
Look out for a blow"*

For Sale—Senang

'Senang' - a beautiful classic day boat.

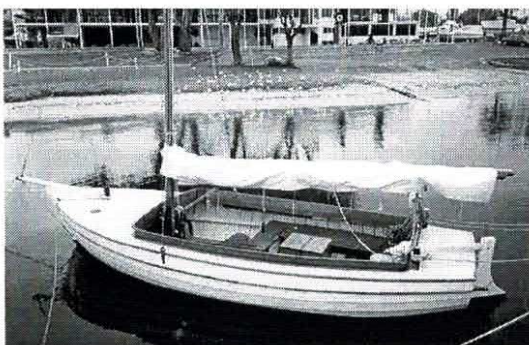
Built by Thornycroft in 1950. All teak hull in excellent condition. Stuart Turner P55 motor. Reverted to sliding gunter rig with new spars and mainsail last year. Sister ship to 'Oriel'.

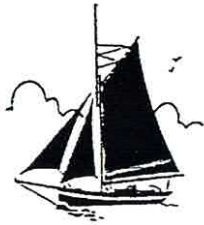
Length O/A	18 feet.
Beam	6 foot 9 inches.
Draft (plate up)	1 foot 2 inches.

A "must see" for anyone with a yearning to own a delightful wooden boat.

Comes with mooring at Crawley.

Contact Geoff Shellam on 9386 5241





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Western Australia Incorporated

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SOUTH FREMANTLE WA 6162

PRESERVING
AND PROMOTING
THE GAFF RIG

Were on the Web!
[www.oldgaffersassociation.org/
westaussie.html](http://www.oldgaffersassociation.org/westaussie.html)

Dates to Remember

23rd Feb 2003

HMAS Perth Memorial Regatta—Nedlands Yacht Club. See page 11 for more details.

8th to 10th Feb 2003

Australian Wooden Boat Festival, Hobart (www.woodboatfest.com).

2nd March 2003

Barry Hick's Museum visit. 49 Lacy St, East Cannington. 10:00 am (more details on page 10).

14th to 16th March 2003

Goolwa Wooden Boat Festival (www.woodenboatfestival.com.au).

15th to 16th March 2003

Mandurah Crab Festival. Fireworks display on Saturday night, mooring facilities available overnight. Contact John & Pauline Dilley *Mayflower* for more details (ph 9527 5363).

20th March 2003

General Meeting, E.F.Y.C., 7:00 pm for drinks and a chat.

26th April 2003

O.G.A. Regatta R.F.B.Y.C. See page 9 for more details.

4th May 2003

Ladies of Variety/Gaffers Children's Day—Mounts Bay Sailing Club. Ready to sail at 10:00 am. Bring extra life vests if possible.

Some suggested activities. When would you like them? Ring us and let us know.

Rottneest weekend.

Racing (at E.F.Y.C.?)

Fairy lights parade

Picnic Days. Mosman, Applecross and /or Garden Island.

Yacht Club Opening Days

Any more?

