

OGA Regatta—results

A fleet

			Handicap	Elapsed Time	Corrected Time	Position over line	Position on H'cap	Minutes Off
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

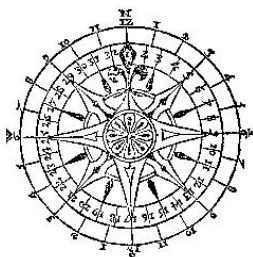
T144	Thermopolae	Simon Dawkins	0.7000	2:12:48	1:32:58	3	1	0:00
KO	Kohinoor	Michael Taylor	0.7800	2:00:28	1:33:58	2	2	1:00
VN	Haven	David Morse	0.9000	1:54:51	1:43:22	1	3	10:24
RO	Reach Out	Jim Black	0.7500	2:43:03	2:02:17	4	4	29:19
F216	Shar	Rick Roach	0.7500	0:00:00	0:00:00	DNF	5=	0:00
GYP	Gypsy	Dale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

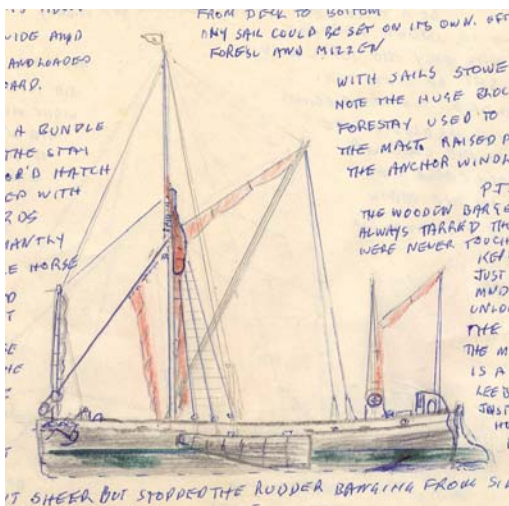
with tanks and lifeboat gear including

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



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

swinging 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"

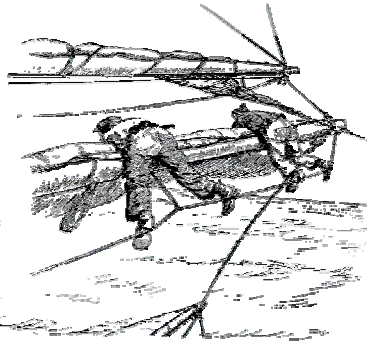


Yacht Grot

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"**

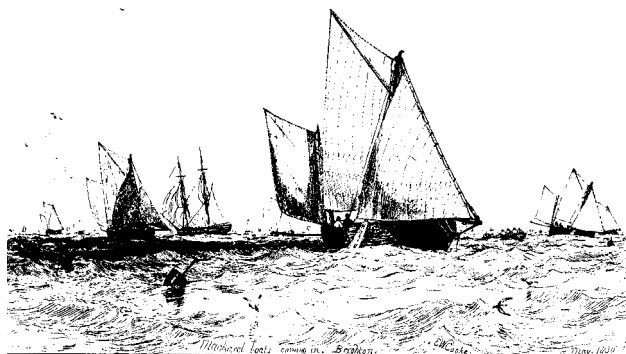
Believe it or not

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.



HILL SAILMAKERS
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Are we Having Fun Yet ?

It was a blustery day, blowing about 20-30 knots on the river from the west-south-west. We had agreed to go for a sail with another OGA member, Geoff, but were feeling a little uncertain about the strength of the wind and our capabilities. We had only sailed *Lochen* a few times and were still sorting out the best sail configurations and how she handled (this is still on going!).

After a few quick phone calls Geoff decided to come down anyway for a cup of tea and a chat. After a lovely morning tea we decided that sailing was going to be too difficult but stretching the engine wouldn't be a bad idea.

After warming the 12hp one cylinder Yamaha diesel we were about to cast off when the engine stalled! After a few attempts she restarted. Perhaps we should have listened to *Lochen* and stayed in the pen to eat our lunch but off we set anyway with the anchor on deck in case of another engine failure.

All went well and we motored from North Fremantle up river to Mosman Park and settled in the lee shore out of the wind on a vacant mooring. It was very enjoyable sitting in the sun. The return journey was uneventful with the engine starting first time and we chugged our way back to the pen.

As we approached Pier 21 Bruce and I began to get a little nervous. *Lochen* is penned stern in, close to the shore on the western side of a u-shaped floating pen. The wind was now gusting 30 knots across the boats opposite our pen.

We motored slowly in and attempted our

usual three point turn (into the sea breeze) and reverse into the pen. All was going well until a gust of wind caught the bow and blew it sideways so we were perpendicular to the pen and facing south! Motor out, turn around and try again. Geoff was strategically placed on the bow with the boat hook to fend off. I was at the stern with a bow and stern line ready to leap from *Lochen* to the pen and Bruce was trying to manoeuvre as best he could a boat with more windage than we expected.

After three attempts we were starting to get a little hot under the collar and panicky.

One more go. Everything was going splendidly, right up until my foot left *Lochen* and was about to land on the pen edge. A gust of wind hit from the south-west and blew the bow north towards another gaffer *Sara Jane* penned next to us. As I landed with bow and stern line in hand *Lochen's* stern hit the edge of the pen and with the terrifying momentum caused by her 3 tons and the 30

knot gust began to saw and bump her way into the pen at a 45 degree angle. I couldn't stop her or pull the bow round. Geoff did a valiant job of fending us off from *Sara Jane* but it took both Bruce (who had leapt off *Lochen* whacked on a springer and come to my aid) and I hauling on the bow line to bring her bow around. As the dust settled and the adrenaline passed the damage was inspected. *Sara Jane* was fine with a very small patch of white *Lochen* hull paint on her green stern. *Lochen* was OK with slightly crushed stern in one spot with flaking paint! No I am not having fun yet!

Perhaps some practice with warping lines across the pens may not be a bad idea?

Fiona Hook

PRESERVING AND
PROMOTING THE GAFF
RIG



"Oh tipplers all, as
you pass by
Come in and drink if
you are dry"



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"Everything for Boats"

Merry Rose at the South Australian wooden boat festival

On Tuesday 4th March Linda and I set off for South Australia by road, with Merry Rose in tow. We had a good trip across the Nullarbor, camping on the boat each night, and reached Adelaide in four and a half days. Only one slight mishap, when Merry Rose began bouncing around alarmingly on her trailer. We stopped to discover a broken shackle which was soon fixed. We arrived on Saturday afternoon, and called in on Duck Flat Wooden Boats at Mt Barker in the Adelaide hills, where we were made most welcome. Robert Ayliffe (Mister Duck Flat) offered us the use of their yard for a couple of days, while we had a look around the district. We discovered he had other motives, being on the committee for the festival, he had arranged with the ABC to come and film us with our boat. We had traveled the furthest, and it made a good story. The other reason; Iain Oughtred, our boats designer, was arriving on Monday along with Classic Boat Magazine editor Dan Houston. I thought it would be a good chance for Iain to see our boat before we launched her into the Murray River. On Monday 10th the ABC film crew arrived and we spent the morning acting out our arrival for the camera's. When Iain and Dan arrived we spent most of the afternoon being filmed with them. The ABC promised us a copy of the film, which went to air in South Australia the day before the festival; we are still waiting.

That evening we were invited to a outdoor dinner party. It turned out to be on the pavement, a large table complete with candleabra, set up outside the radio station 3D

Ra-

dio in the Adelaide suburb of Stepney. We were wine and dined in the pleasant company of the festival chairman Michael Moseley and his wife, Iain Oughtred, Dan Houston and Robert Ayliffe and his wife. Whilst live music was played from the balcony of 3D Radio building, a crowd of spectators gathered, I was told it was live on air. A most enjoyable evening.

On Tuesday 11th we launched Merry Rose into the Murray River at Goolwa, and tucked her into a nice floating pontoon berth, at The Marina on Hindmarsh Island. It is reasonably

priced and well set up with facilities, a shop, fuel dock, and rain water for drinking. We made this our base for the next two weeks. The Marina is across the river from the Goolwa wharf, where the wooden boat festival is held. On the preceding days before the festival, the weather was cool and the wind fresh, with thick fog a couple of mornings. This didn't stop us getting in some sailing with friends. We discovered how low the water was in the Murray with Merry Rose touching bottom a number of times, sometimes whilst still in the channel. The drought has had a dramatic effect on the Murray basin, the mouth has almost completely silted up due to lack of water flowing through the Barrages.

The festival began on Friday afternoon with a street parade; the whole town was involved with this. School children with boat theme floats, old cars, a jazz band in a boat, lots of trailable boats, the whole parade led down the main street by a pipe band. Old Gaffers member Robin Hicks

(Continued on page 8)



Clive and Ian Oughtred sitting in Merry Rose's Cockpit



**"Come in and drink,
think not amis
And pop your nose
in a jug of this"**

Caption describing picture or graphic.



**The Albion
Hotel**

(Continued from page 7)

took part, towing his Cats Paw dinghy. Robin and Pamela also towed their boat from Perth. After the excitement died down Linda and I made our way to the Mayors cocktail party which, was a roaring success. I developed a taste for the locally made Sparkling Shiraz and had a distinct list to port by the end of the evening. I noticed Linda stumble now and then as we made our way back to Merry Rose, who was tied to the Goolwa wharf. We eventually got her safely back in her pen on Hindmarsh Island.

Saturday dawned cold with a fresh SE wind; an on shore breeze; not good. The rain trickled down the cabin ports as we motored across the river to a free breakfast at a boat shed near the festival site. We moored Merry Rose at a small jetty near by and she bounced on the bottom. We tried moving her out a bit but it made no difference, so we gulped our breakfast and shoved off to join in the race we had nominated for. The start was tight, hard by the piles of the controversial Hindmarsh Island Bridge. We ran aground rounding the first windward mark; we weren't the only ones, the river level was even catching out the locals. Some quick thinking by Linda got us off, she swung on the shrouds to heel the boat, and we slipped to deeper water. Half way through the race the paddle steamers left the wharf and sailed right through the middle of the race fleet, charming! The largest of them, The Marion, ran aground midstream. She sat there paddles going full astern but didn't budge. We finished our race, then joined in the sail past, but all eyes were on the grounded Marion

who was now being towed by the other large paddle steamer, Oscar W. It all added to the excitement of the show for the spectators. We furled sail and motored to our allocated berth at the festival, but she touched bottom again as we tried to maneuver in the tight space amongst other small craft. We then tried mooring to a floating pontoon, but the on shore wind made this dangerous. Linda suggested we get away from the area, so I reluctantly sailed Merry Rose back to the marina on Hindmarsh Island. We drove to the festival in the car. I later discovered that many other boats couldn't get in either. Robin Hicks was reluctant to bring his boat into the show because of the cramped conditions, but he did plenty of sailing. The showers cleared by the

afternoon, and the show really got underway. Over 250 wooden boats, from 7ft prams to three storey paddle steamers; lots of on water activity. The Iain Oughtred designs were well represented, canoes, prams and rowing skiffs. I particularly liked the Caledonian Yawls, these 19 ft open boats sailed well and were very seaworthy. Two Eun Mara's attended, ours and Eun Bahn built locally. I took her for a sail, although

smaller she sailed with the same characteristics as Merry Rose. Of the local boats, some very nicely restored Coorong Flatties, and a beautiful line up of Halvhorsen motor launches. A fleet of small steam launches chased each other around the whole weekend. One guy shoe horned himself into a model boat and motored it among the

moorings. (see photo). The highlight of the day was the rough n ready boat building competition. Two sheets of ply, some timber, Sikaflex and a few hand tools and fastenings, no plans allowed, and two hours to build it. Competitors then had to paddle and sail their creation around a course on the



Attempting to win the coracle race!



Robin Hick's 'Catspaw' dinghy also went to Goolwa from Perth



**"Oh now I'm old and
can scarcely crawl
I've a long grey
beard and a head
that's bald"**



(Continued from page 8)

river; hilarious fun! There were good boat building demonstrations, including building a Coracle. I put my hand up to race one of these unwieldy craft, (why do I do these silly things) trying not to go round in circles, I managed to finish. Why people continued building these craft for four thousand years is beyond me. While strolling among the exhibits I met up with another Perth boat builder, Dave Morse. Its surprising who you meet at these shows. Wally and Shirley Cook also attended as did Rockingham gaffers Bill and Pat Swanson. The trade stands were interesting, and the food and crafts a delight. Saturday evening we made our way back to Merry Rose at the marina and festooned her rigging with fairy lights. The wind eased a bit but was still cold as we motored her out onto the river and took part in a spectacular fairy light procession, with dozens of other boats. The evening ended with a fire works display.

Sunday the weather improved, a light easterly wind and sunny with light cloud. We motored Merry Rose to the festival area and this time moored at a pontoon without mishap. We spent the day moored side on, so people were able to get a good view of the boat. I was overwhelmed by the kind remarks and comments from spectators and other boat builders. We



were
later
hon-
oured to



A model boat or did the builder get the scale wrong?

have Iain Oughtred sail Merry Rose in the grand parade, he told me he enjoyed it very much. I think he was happy to be on the water and away from being the celebrity of the show. In the evening with the presentations over and the crowds dispersed, we quietly slipped Merry Rose from her pontoon and ghosted across the Murray to Hindmarsh Island, reflecting on the events of the last couple of days. The festival was a success, but the facilities and space available inadequate to cope with the number of boats attending. Some of the pontoon berths were also dangerous for spectators to walk across. For the most part we had enjoyed ourselves and were happy to have taken part.

We spent the next few days cruising the lower Murray and lakes, then the weather turned

nasty. We hauled Merry Rose onto her trailer and headed back across the Nullarbor, arriving home on the 30th March. We had driven a total of 7000kms. in a month. Would I do it again? Probably not. All that road is hard on the boat; Merry Rose is much happier in the water.

PS. Robin Hicks informs me he'll be going again.

Clive Jarman. 23.4.03.



**"Crown my desire,
fulfill my bliss
A pretty girl and a
jug of this"**

Vale—Norma Marchant

Frank Marchant's wife Norma passed away late last year. Norma and Frank were founding members and staunch supporters of the OGA WA.

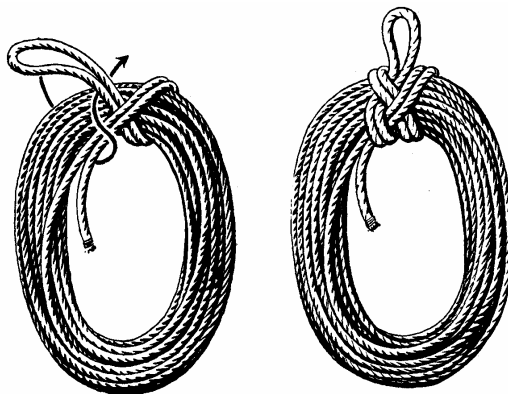


The Stowage of Rope—an example

I have just found this way for stowing ropes that require hanging and as we had this wee space to fill I've added it—Fiona.

This excerpt comes from pages 12 & 13 of Smith, Herve Garrett (1993) **The Marlin-spike Sailor**. Maine: International Marine. This book is a great buy and full of little helpful hints.

“The next two illustrations show how to make up a coil for hanging. It is basically a storage coil for hanging up spare gear below decks or ashore. Although there are many different ways of doing the same thing, I have used this one shown here for many years and it has proven entirely satisfactory. It is neat, secure, easy to tie and untie and has a loop for hanging. A bight is formed near the bitter end and a hitch taken



to the right snuggle around the top of the coil, and then a second hitch is taken to the left. Notice carefully that it greatly resembles a clove hitch, which it is not! This coil will stand considerable handling without loosening up”.



Pictorial Magic: Boats on the Swan River

The display celebrates a defining feature of Western Australia's landscape and life style - the river Swan.

Highlights include a chart of the Swan River from a survey by Captain James Stirling and an engraving from Willem de Vlamingh's 1701 Journal to the Unknown Land and Batavia. Paintings by South Perth artist Herbert W Gibbs and fabulous snaps from the Rowing WA Collection are featured.

“And when I'm in my
grave and dead
And all my sorrows
are past and fled”

The exhibition continues to May 31 and is open Monday to Saturday 10 to 4.30pm and Sunday Noon to 5:00pm at Heritage House Cultural Centre, 111 Mill Point Rd, South Perth.

Entry is free.



Reminder -

Annual General Meeting

17th July 2003

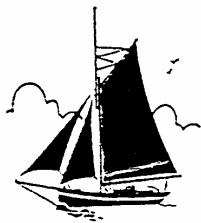
East Fremantle Sailing Club, 7:30 pm

Ladies of Variety—disadvantaged children's day, Sunday 4th May 2003

The weather was kind. The children enjoyed the day so much that they all kept coming back for more. *Karina, Oriel, Christina*, Robin Hicks' catpaw and two power boats from Mounts Bay Sailing Club were all

there for the occasion. A very enjoyable and worthwhile day for skippers, crew and all their passengers. Followed by a yummy sausage sizzle, courtesy of the Ladies of variety.





Old Gaffers Association
Western Australia Incorporated

Newsletter Editor

Mike Igglesden

Assistant Editor

Fiona Hook

PO Box 177



Were on the Web!

www.oldgaffersassociation.org/westaussie.html

Dates to Remember

15th May 2002 General Meeting at 7:30 pm, East Fremantle Sailing Club.

17th July 2003 Annual General Meeting at 7:30 pm, East Fremantle Sailing Club.

18th September 2003 General Meeting at 7:30 pm, East Fremantle Sailing Club.

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

Rottneest weekend

JAM Racing at E.F.Y.C.?

Fairy lights parade

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

Yacht Club Opening Days

Any more?

