

# OLD GAFFERS ASSOCIATION

Western Australia  
incorporated Newsletter

## Australia Day Long Weekend – A Literary Cruise?

*Stephanie Hammill*

‘There is nothing...absolutely nothing...half so much worth doing as simply messing about in boats’. – Wind in the Willows

Australia Day long weekend dawned bright and sunny. After a long enforced absence from the world of sailing due to the arrival of our baby boy, I had finally managed



*Hugie's Girl racing Wyndham*

to wangle my way into a trip down to Rockingham. My immediate experience of sailing over the past few years has been liveaboard cruising and mainly offshore ocean trips so the opportunity for a leisurely day potter down the coast was eagerly anticipated. The Cap'n

and owner of *Oriel*, Mike and his faithful crew, Diana, welcomed me onboard and we got ready to depart for our Cockburn Sound adventure.

It was a glorious day for a sail bar one small minor detail. No wind whatsoever.

The totally predictable, utterly reliable, utterly off-shore wind, as mentioned previously in these pages, had failed to materialise.

This would not have been a problem for the skipper and crew of the good ship *Oriel* apart from the fact that the venerable Stuart Turner Infernal Combustion engine had thrown up its crankshaft and got its pistons in a twist at the idea of being

*(Continued on page 4)*

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### Special points of interest:

- Details of up coming events—Regatta 2004, Perth Memorial Race & Guildford Heritage Society.
- Lots of photos of the Australia Day Weekend.
- The epic tale of *Merry Rose's* trip to Quindalup at Christmas.
- 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: **10 May 2004.**

### Committee Contact Details

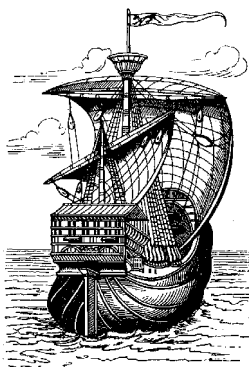
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|------------------------------|-----------------|--|-----------|
| President                    | Chris Bowman    | 20 Bristol Ave Bicton 6157                               | 9339 5785 |
| Vice President               | Victor Peters   | 83 Bridgewater Dve Kallaroo 6025                         | 9244 9639 |
| Secretary                    | Pauline Dilley  | 19 Keppell Mews R'ingham 6168                            | 9527 5363 |
| Treasurer/<br>Membership Sec | Jeremy Stockley | 28 Saunders St Swanbourne 6010                           | 9385 3910 |
| Boat Registration            | Wally Cook      | 6 Baskerville St Mundijong 6123                          | 9525 5275 |
| Sailing Master               | Chris Bowman    | 20 Bristol Ave Bicton 6157                               | 9339 5785 |
| Newsletter                   | Mike Igglesden  | 4 Crawley Ave Crawley 6009<br>migglesden@hotmail.com     | 9386 4128 |
|                              | Fiona Hook      | 13 Bennewith St Hilton WA 6163<br>fiona@archae-us.com.au | 9337 4671 |



# President's Report



B.Veitch



**Rolling Home**  
 "Call all hands to  
 man the capstan  
 See the cable run  
 down clear  
 Heave away and  
 with a will boys  
 For old England we  
 will steer"

It is once again my great pleasure to introduce our latest issue of the OGA Newsletter. I will never stop singing the praises of our intrepid editors who work so diligently in putting each issue together, as well as all the contributing writers who help to make our newsletter so informative and entertaining. From Jack Gardner's remembrances of his life on the old sailing barges to John and Pauline Dilly's adventures of voyaging to Rottneest, each issue is a joy to receive, and I am sure that all our members will join me in thanking Mike Igglesden and Fiona Hook for their hard work.

The Australia Day weekend sail was successful yet again. The weather could not have been better, and the hospitality of our hosts at TCYC was heartily appreciated by all who attended. The race held on Sunday was won by Brian Phillips new boat "Hughie's Girl" in a close finish with "Hakuna Matata". The handicap start format seemed to work well, as all yachts crossed the finish line within a few minutes of each other. Perhaps we will see more of this type of race in the future.

The OGA Regatta Committee is holding its first meeting this week, which means that our annual Big Day Out is just around the corner. In keeping with this I thought I would cover a couple of rules over the next two issues just to fill in a few blanks that some members might have concerning the Racing Rules of Sailing.

Basically, these rules are quite simple. (How protest committees interpret them is of course another matter!) Although the "Blue Book" contains over 200 pages, only four pages actually deal with the technical aspects of racing on the water, and on those

pages there are only 12 basic rules.

Section A – Right of Way states simply that a boat has right of way when another boat is required to keep clear of her.

**10. On Opposite Tacks.** When boats are on opposite tacks, a port tack boat must keep clear of a starboard tack boat (So if on port either pull under or tack. There are some rules that do limit the actions of right of way boats, which are covered later.)

**11. On The Same Tack, Overlapped.** When boats are on the same tack and overlapped, a windward boat shall keep clear of a leeward boat. (Just remember as a general rule: windward boat keeps clear.)

**12. On the Same Tack, Not Overlapped.** When boats are on the same tack and not overlapped, a boat clear astern shall keep clear of a boat clear ahead. (So in other words: overtaking boat keeps clear.)

**13. While Tacking.** After a boat passes head to wind, she shall keep clear of other boats until she is on a close-hauled course. During that time rules 10, 11, and 12 do not apply. If two boats are subject to this rule at the same time, the one on the other's port side shall keep clear.

Section B – General Limitations

**14. Avoiding Contact.** A boat shall avoid contact with another boat if reasonably possible. However, a right-of-way boat or one entitled to room need not act to avoid contact until it is clear that the other boat is not keeping clear or giving room, and shall not be penalized under this rule unless there is contact that causes damage.

**TRADITIONAL MARINE SERVICES**  
 Ph: 9336 6667  
 C SHED VICTORIA QUAY FREMANTLE  
 PO BOX 333, FREMANTLE WA 6160

# Editorial

In September 2003 under the title of 'Old Gaffers at 40' the Classic Boat Magazine ran a very interesting story on the origins and history of the UK OGA. Apparently the OGA now boasts of nearly 3000 members. Bermudan rigged boats are permitted to join their fleets and can take part in any races organized by the Association except the Annual OGA race. Food for thought.

The 40<sup>th</sup> Anniversary Rally was held last June at Ullswater, Cumbria, which being on an inland lake precluded any but 'trailer sailor's' joining in. Even so, 30 plus boats participated in a weekend of sunshine and light breezes, with boats from various parts of England racing around the islands of the lake on the Saturday.



Mike I. & Diana Hewison potter on *Oriel*—Australia Day

K West

I was in U.K. over that period of time and very much regret not having traveled up to this event. The article includes some beautiful photographs and is well worth a look.

Racing appears to be the rallying point for the OGA in UK. If their numbers are anything to go by it engenders a certain successful ingredient in holding the interest of many of their members. Our Association, in years gone by, held some racing each summer. Our numbers have depleted since regular racing became a dirty word – only one – the Annual Regatta - being a successful event attracting a worthwhile number of entries. Another annual event that is well worth supporting is the HMAS Perth Memorial regatta. The Nedlands YC makes us very welcome and each year present trophies especially made for us Old

Gaffers. Do try to participate.

The Australia Day Weekend at Rockingham was well supported with eight boats gracing the waters of Cockburn Sound over the three-day period. Six boats sailed in the Sunday race. President Chris nominated the handicaps, which made a good finishing result. Past member Brian Phillips won in his super modern gaffer 'Hughies Girl', with Jerry Stockley's 'Hakuna Matata' second across the line.

Geoff Vardy donated two great prizes for the race in the shape of an extra special esky and a beautiful traditional navigation lamp. Thanks very much Geoff.

We gained three members over the weekend. Brian Phillips rejoined (after years in the wilderness) and Stephanie and husband Chris Hammill two very experienced sailors, they decided that Old Gaffers could be a good idea. Welcome, and I hope we can live up to any expectations you may have.

The Cook's were recognized for their OGA work of many years, by receiving the annual 'Transom Award', made by life member Brian Axel, and presented on Australia Day for various and varied achievements. Of all the recipients for this trophy over the years, no one would have been as worthy as Shirley and Wally. You both know your efforts are appreciated. Without you the OGA would have most probably have died some years ago. Thank you.



"And we'll sing in joyful chorus  
In the watches of the night  
And we'll sight the shores of England  
When the grey dawn brings the light"

## President's report continued

- 15. **Acquiring Right of Way.** When a boat acquires right of way, she shall initially give the other boat room to keep clear, unless she acquires right of way because of the other boat's actions.

I hope that by covering these few rules might help anyone who might be in a bit of

doubt over what to do when a tight situation presents itself when racing. In the next issue I will go over Rules 16 through 22. It is quite interesting to think that even with the rules being so basic and simple that protest committees could spend sometimes up to hours deliberating between right and wrong on the race course. At the end of the day, my advice is to keep it simple, and make sure you have fun!





# Australia Day continued

(Continued from page 1)  
 forced to exert effort at the ungodly hour of 5.30am.

However after sufficient cajoling, pleading, bribery and prayers sent to the God of mechanical things,



us past Carnac Island.

In a fit of pique he coughed spluttered and gave up the ghost, declaring that it was far too hot to be bothered with anything...No

Mr Turner coughed and spluttered into life. Diana and I breathed a sigh of relief, the lines were cast off and we puttered off down the river.

The ocean was as beautiful as I remembered.

Mike handed over the tiller and I was left to steer in the vague direction of Garden Island whilst hoping that the engine would keep going at least until the totally predictable, utterly reliable easterly

*Merry Rose*



*Hakuna Matata*

kicked in. Mike and Diana settled down for a lengthy and somewhat literary reminisce on the theme of favourite poems. I tried hard to join in but found that my brain had turned to mush and my contribution was limited to 'there was a young lady from Cork...' Never-mind, the sheer joy of being back on the water kept me fully occupied. Still no sign of any wind, but Mr Turner seemed to be enjoying himself until he got distracted by the sight of two dolphins escorting

problem. Mike efficiently hoisted the sails and off we went, giving a couple of bits of seagrass a good run for their money. Diana began planning the morning tea stop at Garden Island, my thoughts turned to the necessity of 'finding a bush' and we settled happily into a somewhat slow but steady sail towards Cliff point.

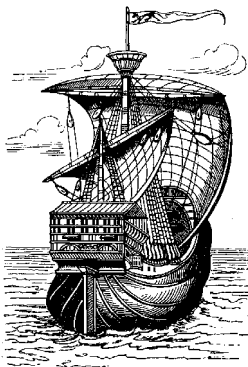
Two hours later as we estimated our progress to have been approximately 200m we began to make revisions to our plan. The race against the sea grass was over and done – Oriel = 0, Sea grass = 1. We briefly contemplated getting out and swimming but apathy won the day. Thankfully the totally reliable sea breeze made an appearance and with some relief we

sailed straight for the beach in the company of *Merry Rose*.

There was much joy onboard as we finally passed the Garden Island jetty and laughed at the stink-boats being told off by Navy personnel for tres-



Shirley & Walley Cook receiving the Transom Trophy



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



passing.

The anchor was duly planted half way up the beach, the thermos flask was rustled up from a pile of bags in the fo'c'sle and I made a dash for the vegetation. Phew...equanimity restored all round.



How Bazaar

markably calmly and with a series of rather efficient tacks (I have to say that as I was helming) we threaded our way through the boats and pulled up in front of the

The sail from Garden Island down to Rockingham was a textbook example of a magnificent sea breeze and lively helm. The literary references continued and I sat glued to the tiller with a ridiculous grin on my face as we pushed on past the Naval base. Words always fail me

when I try and sum up the wonderful feeling of a good sail – the sensation of the tiller quivering slightly, the pressure of the wind in the sails and that glorious noise of the water



Magles Bay Oil Painting

chuckling and gurgling past the bow. Ahh...makes me go all funny.

Mike settled down for his afternoon nap but all too soon, the moorings of the TYBC came into view. Unfortunately a tack loomed and we had to wake him as his head was resting on the sheet block. He took the news re-

clubhouse.

There followed a warm and glorious welcome from the members of the OGA, a glass of cask red and plenty of salty yarns... a day to remember. A big thank you goes to Mike and Diana for their splendid company during the sail. Oh and a special mention should be made of Diana's wonderful spinach pie that kept us going on the return journey. I will look forward to catching up with the Old Gaffers at the next opportunity.



**"Up aloft amid the rigging  
Blows the loud exulting gale  
Like a bird's wide out-stretched pinions  
Spreads on high each swelling sail"**



Some of the revellers at the Australia Day Weekend



Mike I & Oriel, Merry Rose in background



**HILL SAILMAKERS**  
12 Grey Street, Fremantle 6160  
Tel. (08) 9430 7685  
Fax. (08) 9431 7685  
Mob. 0417 964 844

# Some more photos of Australia Day weekend



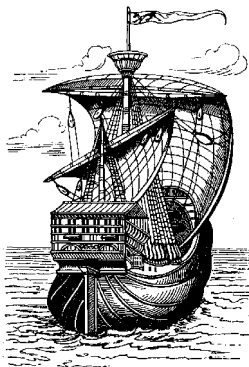
D Hewison

Silas Hammill & Conall Veitch enjoy the TCYC hardstand



D Hewison

*Oriol* at the Challenger Jetty, FYC



D Hewison

Brian Philips receiving prize from Geoff Vardy for fastest gaffer

“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”



D Hewison

Jeremy Stockley wins prize for 2nd fastest gaffer



D Hewison

Conall enjoys a swim at the hard stand, *Hakuna Matata* top right



K West

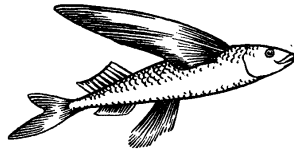
More revellers at the Australia Day Weekend





## Rottenest Weekend—29th October 2004

The planning of the next trip to Rottenest is underway. Pauline has booked the accommodation (a 4 bed villa in Geordie Bay) and three moorings as well. The 4 bed villa is the same type used last October with the ability to have an additional two folding beds included as



well. The villa has been booked for three nights starting on the 29th October.

Please let Pauline know if you are interested in going to Rottenest so she can get an idea of the numbers of people.

## OGA Pennants

Wally Cook has been organising OGA pennants over the last few months. Walley has informed us that he's about to

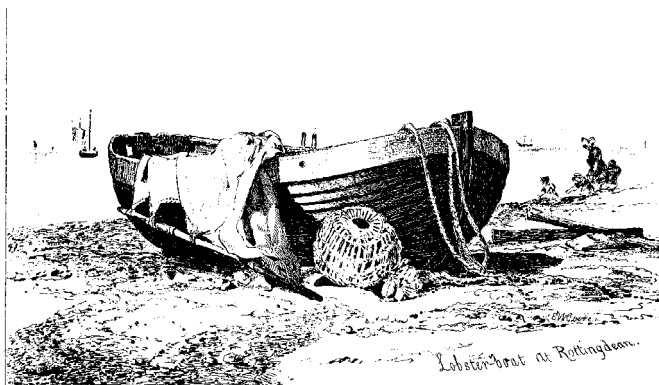
get 10 printed at a cost of about \$22.00 each. They should be available at the next OGA General meeting.

## Visit to see Rod Wallis' boat—28th March

At the General Meeting on Australia Day Rod Wallis offered to host a "visit his boat day". It has been agreed that Sunday 28th March 2004 at 2:00 pm is a good day and time to visit.

If you are interested in attending please contact Rod directly on 0417 986 142 and he will give you the address.

Hope to see you all there.



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

## Ladies of Variety Sail Day

The Lady of Variety Sailing Day is usually held in May. Unfortunately they have advised us that they are uncertain if the sailing part of the day can go ahead owing to Public Liability insurance issues.

They are very sorry about the problems they are encountering and have enjoyed immensely the involvement of the OGA WA in the sailing day in the past.

The Ladies of Variety are holding a

meeting in three weeks to discuss the problem and will advise the Secretary regarding their decision. Pauline will contact OGA members who have participated in past Sailing Days if the day is to go ahead.



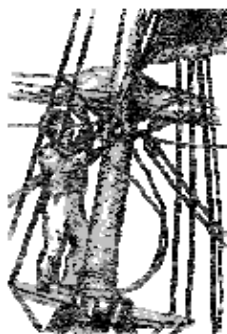
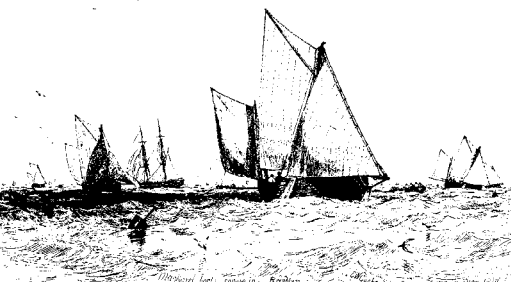
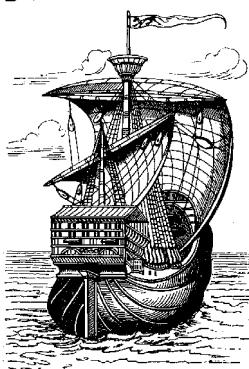
The Albion  
Hotel

## Life Member Jack Gardiner writes of the days on the Barges

Going back to the sailormen, they all had bowsprits which were made to swing up vertically to keep out of the way in the river and docks, they also had a wheel-house aft. It was open fronted but had a return at the sides and curved down roof, it also had a kerosene tank and deck locker on one side and a toilet on the other with the steering gear shaft between them. The toilet was still a galvanised bucket but the place to use it was unique, the compass was also unique to these barges, it was double sided and set into the top of the skylight just in front of the wheel. This meant that it was visible from down in the cabin as well as for the helmsman. A binnacle light was not needed because the cabin lights which were kept alight all night shone up through it. All lighting was by kerosene lamps and all heating and cooking by coal. It was the cook's job to fill and trim the lamps every morning and there were a lot of them. Port, starboard, stern and navigational lights, all bucket sized things all with thick dioptric lenses. Two coach and one overhead swinging in the foc'sle, two coach and two overhead in the cabin and one in the skippers cabin and the riding light used when at anchor. The riding light was hoisted up the forestay with the for'sl halliards with a rope tail made fast on the windlass to stop it swinging. The stern light was also lit when anchored, anchoring in a fog was done in shallow water on the theory anything big enough to hurt could not get near enough to hit. This of course was long before radar. There was a big battery powered radio in the cabin but used only for the shipping forecast and news headlines. It had three batteries only one of which was rechargeable. The cooking was done on a big cast iron range in the foc'sle, it had two ovens with the fire in between. The fire was not allowed to

go out all through the winter so the foc'sle was always nice and warm. The cabin fire was like a tiled boxlike thing it was lit as required and it was always a job scrounging kindling wood along the wharf sides to light it. The space under the cabin floor was the future engine room and held about three or four tons of coal. Presumably for ballast cos I never saw any of it used. The locker seats round the 'U' shaped table held the coal for the cabin and the foc'sle had a big coal locker which was filled from the deck.

The crews on the big barges nearly all included a 3<sup>rd</sup> hand and some carried a boy as cook as well. The cook always had all night in, so it was the 3<sup>rd</sup> hand that was roused if an extra hand was wanted on deck. The skipper and mate shared the watches mostly 4 hours on and 4 hours off if possible. It was not always possible because very often the skipper wanted to be around when a certain buoy or light was to be passed and the course altered. The 3<sup>rd</sup> took the wheel during the day but was not allowed to at night without the mate or skipper around. Steering was as hard as you made it. The skipper could hold a course with just a gentle spoke or two every now and again. He could screw the brake down on the steering gear shaft and go down to the foc'sle and put the kettle on or make a pot of tea if it was already on and wander back and check the course. He knew what she was going to do before she did it and checked her with a couple of spokes. I did not and had to give half a turn to stop her doing it then another to stop her doing it back again. I did learn a lot but never to be as good as the skipper or the mate either. There was a chain on the rudder made loosely fast on the transom. When at anchor it was pulled up



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





tight and the rudder swung against it. This stopped the rudder from swinging to and fro against the slack of the steering gear and also gave a permanent sheer. The brake on the shaft locked it in. it was named the 'kicking strap'.

The coaster's boats were fitted with tanks and a lot of lifeboat gear, which had to be carried, two pairs of oars and the big one for sculling. The river boats always towed their boats and only ever had one oar in them. People must have been a lot more honest in those days because nothing ever seemed to go missing. One useful feature on all of the boats was that the bow thwart was extended right up to the stem so that it was possible to pull her up and step in without falling down the hole between the thwart and the stem. The breast hook had a strip of half round iron round it and the boat's painter a short length of chain so that the rope did not chafe. They all had double thwart knees some had knees under the thwarts too as they were always getting squashed between lighters and other barges. The lightermen thought they made good fenders and the call of 'sailorman watch your boat' usually came to late to do much about it. The coasters had a pair of davits and could hoist their boats inboard out of harms way. The davit falls could be taken to the leeboard winch that had a warping drum as well as the leeboard pennant. Its main use was to heave the stern in when tying up alongside a jetty.

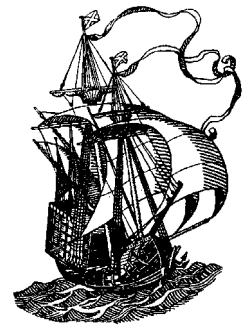
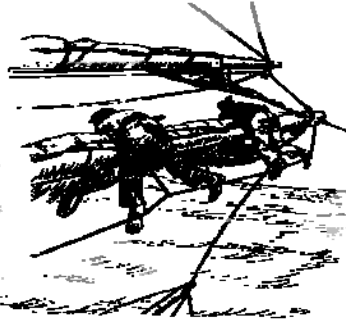
The anchor windlass was a massive affair consisting of a pair of bitts of 12 inches x 6 inches timber standing chest high above the deck and going right down and fitted to and bolted to the frames. Between them was an eight sided drum with a 3 foot diameter cog wheel on each side driving this was a small cog about 4 inches in diameter. This was driven by a handle with two sockets, so you could take a long swing or a short one. The drum on the coasters had a double pawl in the middle of the drum as well as two at each end working in the cogs so that when the drum was working it only had to move an inch or so till a pawl

dropped in. It was a continuous clink-clank-clonk of pawls. The cable was stacked on a grating on deck in front of the fore hatch from there it led to the drum and three turns round it then out the hawser hole to the anchor. In use enough cable was pulled over the drum so there were only two turns left then a couple of buckets of water thrown over the chain on the drum and on the order 'let go' you gave the chain a good kick and it started running till all the chain you had piled in front of the

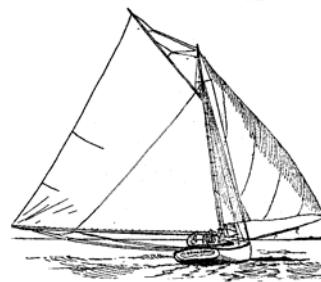
drum had run out. If more scope was needed the operation was repeated. Getting the cable in was a bit harder, you shipped the windlass handles and started to wind in, as the cable came in it walked across the drum so when it got to the edge a claw on a short chain in front of the drum was hooked onto the chain which was then loosed up and thrown back across. The hook removed and the process repeated till the anchor was up to the hawse. Coming alongside or moving in the docks the anchor was always dropped and hung just under the forefoot so that it was not used as a fender.

The river barges just left theirs hanging but the coasters dropped a chain round the flukes and hauled it up as high as possible to prevent it swinging. They all had sacrificial bill boards so the flukes did not chew into the bow planking. The coasters carried two anchors but the starboard side one was stowed on deck with its chain undone and stacked at the grating by the forehatch. The chain was handled with chain hooks like a stevedore's cargo hook without a sharp point. These saved a lot of crushed fingers, heaving heavy chain around.

*To be continued in the next newsletter.*



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



## Are we Having Fun Yet ?

*Bruce Veitch*

Fiona and I recently put *Lochen* up on the hard stand to perform the annual rituals of keeping the antifouling up on the hull, having the engine serviced, as well as having a wish bone made for us by Mat at the C Shed, a radio fitted and the electrics upgraded. For two weeks the labour went on and *Lochen* looked a treat. It was time to go into the drink and motor around to the Fremantle Sailing Club (FSC) visitors' jetty to step the mast, rig up and get ready for the Australia day long weekend at the TCYC hard stand at Mangles Bay, Rockingham.

Given that we had no spars or sails on board, I thought it wise to enlist the services of the engineer (Janis), who'd serviced the engine, as crew for the passage, in case the unthinkable eventuated and the ever reliable single pot diesel decided for the first time in our experience to fail us when we needed it.

There was, however, as you may expect one small problem and the unthinkable happened. We took off from the C shed just fine after being lowered onto the river. At a point level with the aft end of the submarine (the Onslow) and the western end of the new maritime Museum, the ever faithful diesel engine began to rev erratically, then stopped. We began to drift under the influence of a brisk sea breeze to the east. The engine refused to re-start.

Janis worked busily to identify and fix the problem. Fuel was present at all the points along the fuel system that it should have been, and there were no air pockets in the fuel

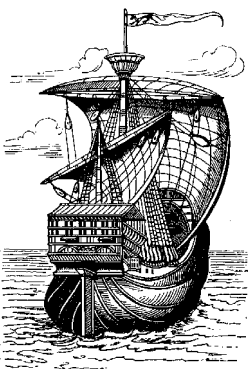
line.

It seemed that dropping anchor was a sensible option at that juncture, which I promptly did before we developed an all too intimate relationship with parts of the Fremantle wharf that was buzzing with ferries at the time. All seemed under some measure of control, broken down but stationary, until the Pilot boat came up and informed us that we'd best be off given that a freighter was coming in in about half an hour or less. At times like this size really does matter .....

Janis was still working to identify and fix the problem. The engine still refused to re-start (At this time I remembered that 15 years previously my supervisor at Uni turned up aghast at what her 4 year old daughter had said in her angelic voice when someone cut them off in traffic; "oh dear oh f\*\*\* oh God"). The freighter, while still out of sight, was surely just around the corner. At this point I realised that it may be prudent to call the Fremantle Volunteer Rescue Service. I told them of our situation, and they responded swiftly, efficiently and courteously (It really was a good idea to pay those subscriptions). On the way to the FSC Janis got the engine ticking over; initially the

revs were erratic; but then, full and reliable power was restored and the tow rope was slack for the most of the journey thereafter. The problem, it seems, was that some sediment from the fuel tank had been disturbed and had got into the fuel lines (here; size does not matter).

After all was said & done, we arrived at the FSC a tad too late to get *Lochen* prepared for the trip to Mangles Bay. Next year...



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



L. Jennings



## Merry Rose Sails to Quindalup

*Clive Jarman*

On Christmas day 2003 at six in the evening, I arrived at Fremantle sailing club and boarded Merry Rose. I was not the only person spending Christmas night on board. Just along the jetty, OGA member Rick Roach had spent the day head down in the bilge of his boat 'Shar', repairing the carburettor on the motor. Rick was hoping to get to Rottneest the next morning; my destination was Mandurah.

I woke soon after 4 am, a moderate south easterly was in. After a quick cuppa I let go the mooring lines and in the early morning light sailed out of Success Harbour amongst a fleet of other boats on the Quindalup Cruise. A sleepy voice from Fremantle Sea Rescue answered my radio call just after 5am; I always feel guilty about logging on in the early hours, especially being Christmas. The south easterly picked up as Merry Rose made her way down the eastern side of Garden Island; we fetched the Causeway bridge in one tack. The rest of the Quindalup fleet, about 20 boats, too tall to get under the bridge, were obliged to take the longer route down the western side of Garden Island; I caught up with them off the Shoalwater Islands. Dodging the Cray pots we sailed through the Murray Reefs into Warnbro Sound, then headed south to Mandurah. The day got hot and the wind fell light as Merry Rose found herself almost becalmed off Mandurah. I waited for the sou'wester, but it didn't arrive. So frazzled by the heat, I gave up and motored into Mandurah Sailing Club; it was over 40 deg.C. I was given a pen for the night and made welcome, it's a wonderfully set up club.

Dennis Hayley, my crew for the next leg to Bunbury, arrived in the evening. After the usual yarns and jokes at dinner in the club house, we turned in early; it was so hot, Dennis slept in the cockpit. We made plans to leave as soon as the easterly breeze came in. It did; at 11.30pm. Bleary eyed, we qui-

etly slipped out of Mandurah and into the moonless black night. The easterly breeze picked up and under full rig, we fairly flew down the coast. The lights of Mandurah were soon astern, then the Cape Bouvard light and we were alone at sea with the stars. This was grand sailing, fair wind and flat sea. Many fear sailing at night, but

there is a certain magic, a feeling of closeness with nature, that is not the same during the day. Mandurah to Bunbury is fifty nautical miles and we sailed it in nine and a half hours. The wind picked up and swung NW as we neared Bunbury harbour, it was a near gale and big seas were rolling down behind us

when we surfed in. Dennis was pleased with the run, he has sailed this part of the coast many times, but not in such a small craft. We anchored off Koombana Bay sailing club and were made most welcome, with hot showers and meals in the evening. Dennis got the train back to Perth.

I waited in Bunbury for a couple of days, till the weather settled down; much to the disappointment of my crew, Ashley and Sarah who didn't expect to be hanging around Bunbury. Radio reports from Quindalup were unfavourable for anchoring on the coast exposed to the northerlys. We sailed from Bunbury on the 30<sup>th</sup> December on a cool southerly, and beat all the way to Bustleton, but it was a good sail with a happy crew. The wind turned SW and strong which put Quindalup directly to windward, so we gave up and ran into Port Geograph. A good hidey hole in a blow, with floating pens, a bar and restaurant. Careful navigation is required at the narrow entrance with shallows to port. Next morning we headed out early with no wind and motored for an hour. Then a light SE'er fetched us the anchorage at Quindalup. Hoorah!! We made it for New Years Eve!

Ashley and Sarah got the bus back to Perth. Linda arrived in the car and we spent party

*(Continued on page 12)*



Rosie Quindalup



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





## Merry Rose sails to Quindalup continued

*(Continued from page 11)*

time with other crews from Fremantle Sailing Club at a beach house near the anchorage. The next few days we spent leisurely walking into Dunsborough during the day, and sundowners on the beach in the evenings. There were organized activities for kids and adults to take part in; sandcastles, kite flying, bollett etc.

2<sup>nd</sup> of January is the only day of the year that the Quindalup Cruising Yacht Club exists. \$10 buys you a life membership, a burgee and a copy of the constitution. The day begins with a race from Quindalup to Castle Bay, in which a good knowledge of the racing rules of sailing are of no use whatsoever. Boats are dressed to a theme; this year, 'songs of the sea', and prizes are awarded for those that put on the best antics around the start and finish boats. The winning boat this year was 'The Good Ship Lollypop' alias Catalpa a SS34, decorated from waterline to masthead with lollypop stickers. On reaching Castle Bay we row ashore and settle under the shade of the trees, then the competitions commence. First a dinghy rowing race, this year Linda won the ladies title, rowing our rubber Zodiac. Then the dubious game of throwing the sea boot, mighty stuff! We settle under the trees again to be entertained by crews who perform skits, poems and songs, some very clever and witty. Prizes are awarded including a 'Naughty boys trophy', for the silliest sod of the trip. Then sail back to Quindalup for a sundowner on the beach. The whole day is well organized and months are spent in the planning. We spent a few more days relaxing at anchor and visiting other boats. It was windy most of the time and we had some bumpy trips in the dinghy. I thought Merry Rose was the only gaffer to sail to Quindalup, then Escapee arrived from Rockingham.

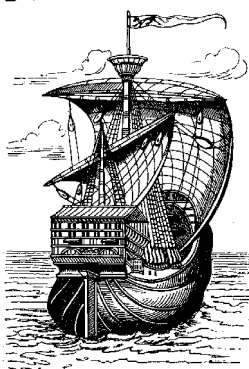
I resolved to sail home single handed, and on January 6<sup>th</sup> weighed anchor early

morning and set sail for Bunbury, taking the rum line over the horizon. Becalmed at midday gave me time for lunch, then a fresh sou'wester had me anchored in Koombana Bay by midafternoon. Linda followed up by road and we spent a couple of days there, joining in the club twilight sail. I weighed

anchor for Mandurah on the 8<sup>th</sup>, again early morning on a southeaster but the going was slow and I was becalmed again at midday. I kept a couple of miles offshore inside the reef line; when the sou'wester came in it picked up quickly. I don't

carry self steering gear, Merry Rose will stay on course by the set of the sails and tiller, on most points of sail except when running. Although sailing alone it was comforting to know I was being monitored by other boats on the cruise, who frequently called me on the radio to make sure I was still on board. The sea built up and Merry Rose was reefed down, but she took it all in her stride and fetched Mandurah eleven and a half hours out of Bunbury. Linda joined me at Mandurah and we went sight seeing the next day. I sailed from Mandurah on the 10<sup>th</sup> for an easy sail back to Cockburn sound, dropping anchor in the midday heat at Cliff Point, Garden Island for lunch and a swim. Then a final run on the sou'wester back to Fremantle Sailing Club, with one minor hiccup when an uncontrolled jibe gave the mainsheet horse an almighty tug and put a bend in it.

The best thing about sailing south along the coast was the wonderful hospitality and friendship given to us by other sailors and clubs. My sincere thanks to Mandurah Offshore Fishing and Sailing Club, Koombana Bay Sailing Club and Port Geograph and of course Fremantle Sailing Club for organizing the cruise. Not forgetting the organizers of the Quindalup Cruising Yacht Club and Linda for having faith in me to sail.



*The Building of the Ship* by H.W. Longfellow

**"Build me straight, O worthy Master!  
Stanch and strong,  
a goodly vessel,  
That shall laugh at all disaster,  
And with wave and whirlwind wrestle!"**



Linda rowing

C. J. J. J.



## Book Report (or whatever we are calling it)

**In The Heart of The Sea** by Nathaniel Philbrick. Published by Flamingo in 2000

The epic true story which inspired "Moby Dick". This is classic historical writing at its best; chilling, readable, memorable. Though little remembered today, the 1823 sinking of the whale-ship "Essex" by an enraged sperm whale was one of the most well-known maritime disasters of the 19th century. Nearly every child in America read about it at school, and while the sinking of the ship inspired Herman Melville to write "Moby Dick", the real story only started at that point. Of the 20 men who survived the sinking only 8 survived, and this tale of just how much humankind can endure touches the very last human taboo.

The story gives fascinating detail into the lives of the people of Nantucket Island, their beliefs, their religion, their customs, their relationships and their whaling industry. For almost 180 years the tale was drawn from the narrative written by the first mate of the "Essex", published 9 months after the disaster. However in 1960 an old notebook was found in New York, and it was not until 20 years later in 1980 that

it reached the hands of a Nantucket whaling expert who realized that the notes were those of the "Essex" cabin boy who had been 14 years old and at the helm at the time the whale struck.

The story covers such topics as navigation, oceanography, construction of ships, the effects of starvation and dehydration on judgement, cannibalism, and issues of class, race, leadership and man's relationship to nature.

The book contains old maps, photographs, diagrams and drawings to illustrate its heart-rending historical account, and the story of how the book came to be is almost as fascinating as the story itself.

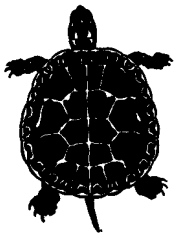
If you have ever had the good fortune to visit Nantucket Island then this story will mean all the more. It certainly left me wishing I could visit.

How can you NOT read it?

*Pauline Dilley*



## Believe it or not .....



GIPSY – is the name given to the drum of a winch or windlass capable of taking a rope or chain.

CATTING – is the process of securing an anchor.

From the ballad – 'The Loss of Lochroyan'

*O he's gart built a bonny ship*

*To sail on the salt sea,*

*The mast was o' the beaten gold,*

*The sails of cramoisie.*

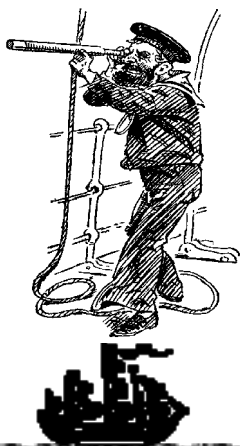
Cramoisie is the colour crimson.

The merchant's  
word  
Delighted the  
Master heard;  
For his heart was in  
his work, and the  
heart  
Giveth grace unto  
every Art.

## REGATTA 2004—Preliminary Notice

OGA members are reminded that the OGA Regatta is on **25th April 2004** 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 mem-



bers 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 Chris Bowman—9339 5785.

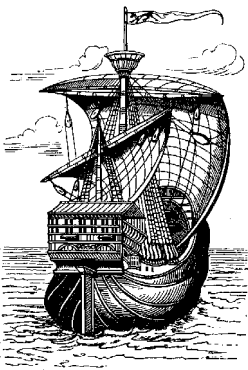
## Précis of General Meetings

### Minutes of meeting 20<sup>th</sup> November 2003

A précis of the meeting held at EFYC.

11 members present, 5 apologies.

1. Our involvement with the 175<sup>th</sup> celebrations of the Guildford area settlement.
2. Concern regarding Wally Cook's illness.
3. Christmas function RFBYC on 4.12.03.
4. Agreed we book a chalet and three public moorings in Geordie Bay for 29<sup>th</sup> October 2004.
5. More information required on next years Fremantle Sailing Club Boat Show.
6. Bank balance approx. \$2000.
7. A form to go in Newsletter requesting members contact and boat details.



A quiet smile played  
round his lips,  
As the eddies and  
dimples of the tide  
Play round the bows  
of ships,  
That steadily at  
anchor ride.



### **Guildford Heritage Society—7th March 2004**

As mentioned in the November Newsletter the Guildford Heritage Society are keen for us to be represented at their celebration of the 175<sup>th</sup> Anniversary of settlement in the area. The Maritime Heritage Association is to be involved and will display model boats of a vintage nature ('Oriel' being one!!) and possibly a stand displaying literature and book applicable for the occasion.

Karina, Merry Rose and Oriel are starters to travel up river with Wazgoose, Lochen, Windaway and Swallow very eligible and welcome participants if available. Any more?

There are two small ramps 'on site'.

Robin Hicks will have his 'Peapod' on dis-

### Minutes of meeting 25th January 2004

A précis of the meeting held at TCYC.

18 members present, 6 apologies.

1. Guildford celebration – more details.
  2. Bunbury Festival – more details to follow.
  3. Rottnest weekend 29<sup>th</sup> October 2004 going ahead.
  4. FSC Boat Show – no information yet.
  5. Visit to see Rod Wallis' boat under construction. Date in March to be arranged.
  6. OGA Regatta 26<sup>th</sup> April 2004 at RFBYC. Regatta Committee Chris Bowman, Jeremy Stockley, Tom Roberts and John Dilley to meet 'C' shed 3<sup>rd</sup> February 2004 at 5pm.
  7. Donation of \$10 per boat to TCYC in recognition of the use of their facilities for the Australia Day weekend. Collected by John.
  8. HMAS Perth Memorial Regatta 22<sup>nd</sup> February 2004.
- Next meeting 18<sup>th</sup> March 2004 at EFYC, 7.30pm.

play on her trailer. Many hundreds of spectators are expected to attend the event. A good chance to advertise the OGA. If you can't bring a boat it would be great to come along and talk boats on the stand. Flinders Square, Guildford. Contact me for further info.

Editor





## Notice of Race—The 44th Perth Memorial Regatta

On Sunday 22nd February 2004 Nedlands Yacht Club, in association with the HMAS Perth Survivors Association and the Naval Association of Australia (Fremantle subsection) 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.

Mike Igglesden (9386 4128) and Pauline Dillely (9527 5363) 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 \$19,000.00—\$22,000.00

George Brown 9447 3049



And with a voice that  
 was full of glee,  
 He answered,  
 "Erelong we will  
 launch  
 A vessel as goodly,  
 and strong, and  
 stanch,  
 As ever weathered a  
 wintry sea!" ...

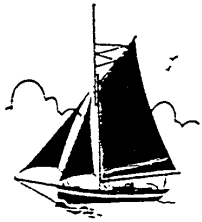
## HELP!

### Olds Type 'H' Marine Engine

If you know of any of the pros and cons of the Olds 'H' engine would you let me know. You may be aware of someone who has one installed and would be willing to pass on the good or bad news.

*Editor*





Old Gaffers Association  
Western Australia Incorporated

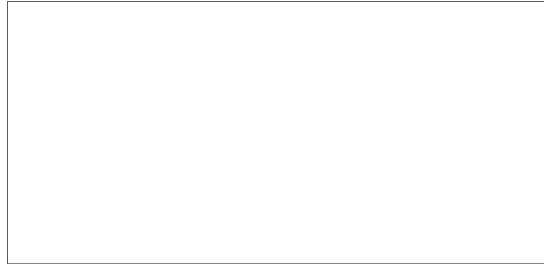
Newsletter Editor

Mike Igglesden  
4 Crawley Ave. CRAWLEY WA 6009

Assistant Editor

Fiona Hook  
PO Box 177  
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

|                                |   |
|--------------------------------|---|
| 22 <sup>nd</sup> February 2004 | HMAS Perth Memorial Regatta, N.Y.C. (see page 15 for details). Do make an effort to attend. |
| 7 <sup>th</sup> March 2004     | Guildford Heritage Festival. (see page 14 for details)                                      |
| 16 <sup>th</sup> March 2004    | General Meeting, EFYC 7:30 pm. It's changed to a <u>Tuesday</u> .                           |
| 25 <sup>th</sup> April 2004    | OGA Regatta RFBYC (see page 13 for details).  |
| 28 <sup>th</sup> March 2004    | Visit to Rod Wallis' boat (see page 7 for details)  |
| TBA                            | Ladies of Variety sailing day (see page 7 for details)                                      |
| 29 <sup>th</sup> October       | OGA Rottenest Weekend (contact Pauline Dilley for details)                                  |

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

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

Fairy lights parade

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

Yacht Club Opening Days

*Any more?*

