

OLD GAFFERS ASSOCIATION

WESTERN AUSTRALIA
INCORPORATED NEWSLETTER

OGA Regatta—2004

By Fiona Hook

Well its that time of year again. The annual OGA Regatta was held at Royal Freshwater Bay Yacht Club on the 25th April 2004.

The day dawned bright and sunny with little breeze. The forecast was good and the buzz that you get the day of a race began to build.

After much preparation *Lochen* was ready to go but alas the faithful first mate was in Kununurra after a panicky call from a client the night before!

With a baby to juggle as well as duties as a member of the Regatta organising team, I decided that I needed to find a crewing position rather than get *Lochen* to RFBYC for the race.

By 10:30 hrs the marquee was on the hill, the banners were up and the sailing packs were being assembled by Diana Hewison. Jeremy Stockley was manning the registration desk and Chris Bowman had the handicaps all worked out and the board up with the details. Tom Roberts was sorting out the boat histories.



Roulette and Gustel XI

By 11:00 hrs the registration desk was doing a roaring trade and the initial fears that holding the regatta on Anzac Day were allayed as registrations hit 36, better than ever!

The skippers briefing at 13:00 hrs was crowded but jovial. With the usual dispute about how to pronounce 'Regatta' continuing.

The first boats crossed the start line at 13:45 hrs and the count down began. Com-

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- Results of the very successful 2004 Regatta including some pictures.
- If anyone has photographs of the Regatta can they contact the Assistant Editor on 9337 4671 so we can include them in the next issue.
- More tales from Australia Day 2004.
- Remember that the OGA AGM is on in 15 July 2004, see page 12 for details.
- Next issue deadline: 12 August 2004, so get those stories, tales, in!

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OGA Regatta Continued

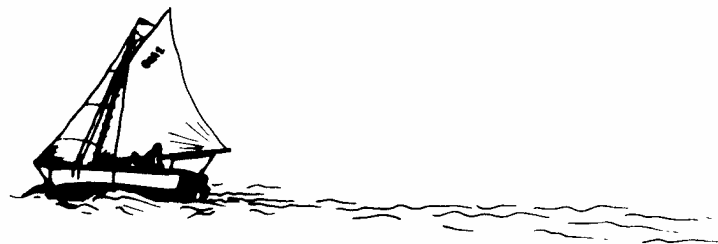
(Continued from page 1)

mentary by Mike Lefroy on the history of each boat kept the spectators informed and is a great feature of the Regatta.

On the water the sea-breeze gently puffed and the sailing was challenging with shifting winds the closer we worked to Mosman Buoy. I joined *Hakuna Matata* as a crew member and ended up skippering most of the race. While it wasn't a spectacular race

for us, being on the water with all those lovely gaff and classic boats was thoroughly enjoyable. The sight of *Roulette* running with watersail and ringtail was pure magic. As was the view of *Thera's* bow cutting through the water as she powered to windward to win as "Fastest Gaffer on the Swan" second year running.

A and D fleet sailed a different course but met B and C fleet on occasion rounding the same marks. The fleets finished reasonably close together. The results of the Regatta are on page 4 with some more photographs on page 5.



President's report

Yet another OGA Regatta has come and gone, and once again the Association's resources have pulled together to provide Swan River yachtsmen yet another day to remember. When scheduling conflicts meant that this year's Regatta would fall on Anzac Day, I felt that with all the other activities happening on that day we may be in for a small turnout. It was quite a surprise to see that this year we found ourselves with the biggest turnout yet!

At 12 noon there were a few worried looks cast over the Swan from under the OGA marquee, as there was not a breath of wind. Boats were appearing from all points of the compass, but none of them were sailing. As luck would have it a gentle little seabreeze came in, and by the time the first boats were off the wind was light, but steady. It held in all day, and although most would have pre-



Roulette with watersail and ringtail flying

ferred a bit more breeze, it turned out to be a beautiful day for a sail.

This year a handicap start was tried, and from the feedback I have received everyone seemed to think it worked well. Mike Lefroy from the Maritime Museum did a fantastic job describing the different boats as they started, and kept the 30 or so spectators on the club lawn informed as to the progress of the race. As for the racing itself, *Thera* was

once again Fastest Gaffer on the Swan, and it will take a very fast boat to beat her. The most exciting finish went to the "B" fleet, with Rowen Chick and Hebe just sneaking over

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



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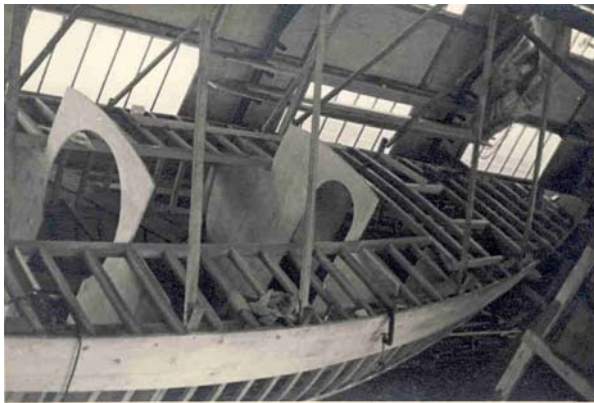
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VICTORIA QUAY
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Editorial

When, in 1949, I arrived as a migrant from the UK, having spent 5 weeks of indolence on board one of the P&O luxury modes of transport, my empty pockets told me it was high time to snap out of holiday mode. I had to find some one willing to pay me for any labour or skills I had to offer. I had no skills.

Having always been interested in small boats I commenced my first day in my new country, Tasmania, wandering through the boat-building yards of Battery Point, Hobart. It was here I came across a modern day Tom Sawyer and true to Mark Twain's story I ended up a brush in hand. I was hooked into the wooden boat-building world, and taken on as a 'boat builder improver'. The years spent in that yard were by far the most enjoyable, satisfying time of my working life – and example of the adage 'people who build wooden boats have their lives changed forever'.



Lahara designed by Jock Muir, built in his yard 1952. Still sailing the oceans of the world.

Of course there may be circumstances in which for professional builders, financial and time constraints, result in their endeavours leading to a stressful situation, but I believe, by far the majority of boat builders, enjoy having their 'life changed forever'. I am one of those people.

First comes the dreaming, then the planning, then the crafting of this wooden boat into almost a living thing. There are very few things we can dream into being, build with our own hands, love and enjoy for a lifetime. Wooden boats

are one of those things. A quote from Jon Wilson, past editor of "Wooden Boat" magazine, that, 'no boat survives without love, but neither does any living thing', is particularly attractive observation to me.

We, through the joys and heartaches of our chosen leisure activity are very fortunate people. Long may we continue to be so.



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

President's report continued

(Continued from page 2)

the line ahead of Rory Argyll and Genevieve, with Brian Phillips and Hughie's Girl finishing a close third. Genevieve proved to be the fastest in "B" Fleet, and won the Presidents Trophy. The Classic Fleet was very well represented this year, with seven H28's sailing with us for the first time. And I have to give a mention to the Sea Scout kids who showed great sportsmanship and determination (as well as seamanship!) to navigate themselves around the course successfully and win the "C" fleet trophy.

So once again I would like to thank everyone who had a hand in putting on this

years Old Gaffer's Regatta, from the committee to the helpers on Race Day to the participants who make it such a colourful and lively day. I would also like to extend a special thank you to Royal Freshwater Bay Yacht Club for once again providing us with not only the greatest venue for our Regatta, but also such professional assistance in making our day run so smoothly. And last but not least I would like to welcome all the new members who have just recently joined the OGA. I look forward to seeing you all at the next meeting.



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

Regatta 2004 Results

Fleet	Sail Number	Boat	Skipper	Elapsed Time	Trophy
A	R11	Thera	John Fitzhardinge Snr	1:56:01	Fastest
A	RF444	Merlin	Geoff Ogden	2:03:29	
A	RF19	Eclipse	Gus Simpson/John Leggo	2:06:38	2nd Handicap
A	RF9	Christa	Tony Packer	2:07:19	3rd Handicap
A	RF26	Kasey	Julian Walter	2:10:35	
A	RF18	Roulette	Chris Bowman	2:13:20	Spirit of the Regatta
A	197	Shannon	Mark Foti	2:14:57	1st Handicap
A	RF25	Weeroona	B Evans	2:16:44	



Fleet	Sail Number	Boat	Skipper	Elapsed Time	Trophy
B	RF3	Genevieve	Rory Argyle	1:36:02	Fastest/2nd Handicap
B	R114	Hebe	Rowan Chick	1:40:22	1st Handicap
B	CR338	Hughies Girl	Brian Phillips	1:40:35	3rd Handicap
B	EF3	Bicton Belle	Barry Glazier	1:54:20	
B	BX103	Rana	Mike Beck	2:10:14	
B	C83	Christina	Michael Horton	2:12:14	
B	RF40	Minim Cove	Geoff Black	2:19:17	
B	OGA20	Hakuna Matata	Jeremy Stockley	2:21:39	
B	PFS34	Sunbeam	Bruce Prance	2:27:52	
B	OGA19	Oriel	Mike Iggleston	2:28:23	
B	CB/00	Wyndham	Tom Roberts	2:28:23	
B	20420	Nicola T	Guy Wright	2:49:24	
B	OGA4	Ti Tu	A Langer	DNF	

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

Fleet	Sail Number	Boat	Skipper	Elapsed Time	Trophy
C	Rotary Sign'	Koo-I-Nor	D Miller	3:05:15	Fastest/Youth Award
C	Red Dot'	Skip Barron	B Nolan	DNF	

Fleet	Sail Number	Boat	Skipper	Elapsed Time	Trophy
D	RF71	Gelasma	Neville Prosser	1:57:31	Fastest
D	RF1519	Bacchante	D Stowell/C Jordan	2:01:17	
D	DKA80	Maranel	R Smith	2:04:21	
D	DKA116	Solent	R Pyvis	2:06:38	
D	RF37	Carmonique	Brett Heron	2:10:19	
D	DKA55	Gustel XI	R Williams	2:12:29	
D	SP331	Anna	J Wright	2:13:04	
D	SP112	Sundownia	C Youngs	2:13:58	1st Handicap
D	SP23	Soroya	P Lammonby	2:16:32	
D	SP27	Jindarra	R Male	2:17:18	
D	SP104	Wynelle	P Stoker	DNF	
D	RF1519	Coramandel	S Davis/P Goddard	DNF	
D	SP7	Carina	V Court	DNF	



Yacht Grot
NEW AND USED CHANDLERY BOUGHT AND SOLD

Regatta 2004 Photos



Panorama of 2004 Regatta fleet

V Bowman



Roulette with watersail and ringtail flying

V Bowman



Thera 'Fastest Gaffer on the Swan' second year in a row!



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



Two Couta boats working towards Mosman Buoy

V Bowman



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Life Member Jack Gardiner writes of the days on the Barges

Continued from February 2004 newsletter

The sails were what made the barges unique, they were all rigged exactly alike. The top'sl sheet for example was always on the bottom of the sprit and the vang falls on the chocks of the main horse. The river barges never had a bowsprit and some of them that worked above bridges a lot, never had topmasts either. They were called stumpies and were not all slow sailors either. The jib was stowed by lashing it to the bowsprit that was made to pull up and stand like another mast. The jib halyards were unhooked and hooked into an eye bolt on the bowsprit end. The bobstay worked on a tackle through a sheave low down the stem. There was a spare chain in the middle of the span so that it could be pulled up to lay against the stem so that the anchor cable did not ride against it.

The jib itself was not tanned like the rest of the sails. The tanning was a mixture of cutch (whatever that is) red ochre, linseed, fish oil and salt water. This mixture never completely dried so your working overalls became the same colour, and waterproof, down the front. The big forestay sail was permanently sheeted to the fore horse which was a steel pipe just the right height to cop you shins in the dark. On the leach of the sail at about eye height was a large cringle, and on the forward shroud opposite it was a cleat wired to the shroud. Spliced round the shroud was a length of rope which in use was passed through the cringle from outside to inside and made fast onto the cleat when tacking ('turning' to a bargeman). The mate stood by this bow-line and when she was head to the wind held on to it so that it blew the head round. The trick was to time it so the head did not get too far before letting it go. It went over with an almighty crash and the skipper was already checking her from going round too far. She would have gone two or three of her own lengths to windward while head to wind. A barge specially loaded had a lot of inertia. The little mizzen was sheeted to the rudder so when the helm was put over to tack the sail went over with it and with the bowline and the mizzen both turning her, tacking was a very positive operation. When close tacking both lee-

boards were left down. They were suspended by a J shaped pin into a link and the weather one just trailed away from the side like a broken wing, without any strain on anything.

The topsail was the working sail, usually the first one set. It was fitted with a clewline, which gather all three corners together, and was hooped permanently to the topmast. When clewed it hung in a bag shaped lump on the port side shrouds and had a spare length of rope to lash it to the shroud to keep it quiet. The halyard came down to a three barrelled winch one for the top'sl, one for the jib and the other for the big forestays'l. Lowering any of these was done by shipping the handle and turning enough to lift the pawl then holding the brake and lowering slowly. The brake (very ingenious) was a short length of hemp rope

with 3 turns round the drive shaft

and a short tail to hold on to. There was enough friction to hold a heavy sail easily. There was one thing to watch with the tops'l, when it had been raining the bag shape with open end upward collected quite a lot of water. So when setting the sail the sheet was pulled out first as it was on the other side of the mast and the winch was right under the sail (one was only caught once). The tops'l always seemed to find any wind there was over the buildings on the river banks and would be pulling when the main was hanging limp. The mains'l itself was the biggest of the lot and was controlled by a wire main brail and two peak brails of rope and two lowers, the wire went direct to a winch and to set it the rope brails let go off the cleats on the shrouds. Then the sail was half lowered on the brail winch and then the mainsheet block carried aft and hooked onto the traveller on the mainhorse then it was lowered the rest of the way while the sheet was pulled in. The pin of the block (a large two sheave) extended out of each side so that the fall was belayed on the block itself and the spare of the fall just left loose at the aft end of the main hatch. The last jobs were to adjust the vang falls and to tighten down the little tackle at the tack of the sail. This setting the mains'l was a two handed job in anything of a breeze. The little mizzen only had one brail and a sheet. In the days when barges were steered with

a



Gaffers on the Swan River

M Edwards



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



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long tiller they used to carry a little jib on the tiller too and the mizzen mast was set on the rudder itself. All in all the work on board was not hard although the hours could be long sometimes. The pay was comparable with work ashore but living aboard a coaster had the disadvantage of seldom being in the same place for more than a few days. I suppose that if you thought it was a disadvantage you would not be there anyway.

Sometimes you were at your home port and got to see your girl friend and often you were only an hours journey on a train away from home if you could get the day or two off. The barge crews never worked cargo, except the sandies, which were owned by the skippers. I don't know how they kept their mates at that job. They usually worked down on the lower reaches of the river and occasionally a sheep went missing off the adjacent paddocks so it was the thing to do to shout 'Baa' as you sailed past them just to hear the language in reply. A conversation could be carried on between two barges at quite a distance because there were no engines running and for all her size a sailorman was very silent in motion. In fact down in the foc'sle there was very little difference in noise between sailing and laying at anchor in a tideway and there was no need to shout from forward to aft on deck. You forget how quiet a big sailing craft is the noisiest thing is the swish of water at the bow.

In bad weather of course there is noise from the weather but apart from the 'thunk' of the steering gear moving with the waves the ship does not make much of her own. Deep loaded (one foot of freeboard) the seas wash across the lee deck. To get aft you go across the fore hatch then onto the main hatch as quick as possible and so to aft. The mooring ropes and spare gear on the main hatch never got disturbed except once we had to lash it down. We had porridge, toast and tea for dinner that day cooked on the little coal fire in the cabin. Getting into the foc'sle was almost impossible without getting soaked and it was cold. We had several birds land on the ship exhausted, I suppose they had been blown across from France. We sat them on the brass rail of the mantle in the cabin and they just sat there looking miserable. They all recovered and we opened the skylight and let them fly when the gale eased. The water on deck was still ankle deep by the time it got back to the wheelhouse. The cabin



scuttle hatch had deep coamings, the builders must have known what they were doing. There was no need to scrub the decks when that lot had passed over. We could not carry the navigation lights and the skipper had a big electric torch and couple of white flares handy in the wheelhouse. I don't know what would have happened if the other ship never had any lights either, cos it was very dark that night. We got round the corner at Dover and anchored off Deal with all the chain out and a rope spring on it. That was the only time we took turns to stand an anchor watch. Any other time we hoisted the riding light and all turned in till tide time. If the barge was aground the mate rigged the alarm clock which was the lead line and a bucket arranged so that as the barge floated ('flet' to a bargeman) the lead line pulled the bucket off the hatch simple things are always best. The skipper did not need a clock he always seemed to be around when a waypoint was coming up. We did not call them waypoints, back then we just named the light or buoy or whatever. Back then the skipper had to serve a seven year apprenticeship to the river. Generally on a barge but after that he was free to work at anything as barge skipper, tugman, lighterman, wherryman, ferryman or anything else. He was known as a 'Freeman of the river'. I think just before the war the apprenticeship was reduced to five years to match the other trades as a lot of boys stayed at school till aged 16, instead of leaving at 14.

The only things moving on the river nowadays are the tourist launches and an occasional lighter built to take containers and another built for bulk cement, but this would only be one or two in a tide. The little police launches are still around. The barge crews all seemed to have a good relationship with the police who would always give a pull or push if a barge was in difficulty. If a dinghy went adrift and was picked up by the police they would return it to the barge or the bargeyard where it belonged. I think I have mentioned this before in this screed.



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

Believe it or not

The letters O.G.A. were flown from the starting box flagstaff prior to the Regatta held at RFBYC on ANZAC Day. Did anyone else notice this?

To steal ideas from one person is plagiarism – to

steal from many is research.

Sailing without the use of the rudder is a valuable exercise. It demonstrates how well or badly one normally trims the sails. The rudder is a brake. Minimal use of it means more speed.



**The Albion
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Minutes of OGA General Meeting—16th March 2004

Venue East Fremantle Yacht Club

1. Welcome

Vice President Victor Peters opened the meeting at 7.40 pm and welcomed members on behalf of President Chris Bowman who had to attend another meeting.

2. Present

Pauline and John Dilley, Diana Hewison, Mary and Mike Igglesden, Alan Abbott, Geoff Howard, Clive Jarman, Victor Peters, Linda Jennings, Adrian and Mary Edwards, George Horton, Michael Horton, Jeremy Stockley.

3. Apologies

Received from Wally and Shirley Cook, Bruce Veitch, Fiona Hook and Karel Abbott.

4. Minutes of the last meeting

Confirmed - John Dilley, seconded - Diana Hewison. Diana also noted the continuing excellent quality of the newsletter. The minutes of the September 2003 meeting are yet to be confirmed

5. Business Arising

Guildford Celebration - Mike Igglesden has provided a report for the next newsletter.

Next newsletter is planned for May 2004.

Bunbury Three Rivers Festival - no members attended.

Rottneest Island Weekend 29-31 Oct 2004 - a 4+2 bed chalet has been booked and paid for out of club funds, the cost to be deferred by club members who attend. Booking for 2005 cannot be made until 12 months prior to required date, ie Oct 2004.

Public moorings cannot be booked until 3 months prior to required date ie August 2004.

Action Pauline to book moorings in August 2004.

Fremantle Sailing Club Boat Show May 2004 - members are still interested in OGA having a presence.

Action - Clive to make enquiries and provide information to Fiona for a mailout to members.

"Visit my boat" Sunday 28 March 2004 - 28 foot carvel gaffer under construction. Details in last newsletter.

Regatta - Committee consists of Chris Bowman, Jeremy Stockley and Tom Roberts. (John Dilley has resigned due to work commitments).

Some discussion about confusion of days and dates. It was confirmed that the Regatta is to go ahead at RFBSC on Sunday 25 April 2004. It was noted that this is Anzac Day and some members will have commitments elsewhere. Jeremy reported that a mailout next week will contain details including dates, times, registrations and

evening meal.

6. Correspondence

IN - letter from Australian Tax Office re incorrect ABN. Action - Jeremy

OUT - letter to TCYC to thank them for use of Point Peron Hardstand.

7. Treasurer's Report

Current bank balance - \$1534, after payment of \$405 for Rottneest booking. Two new memberships - Rod Wallis and Mr and Mrs Brian Phillips.

8. Other business

Ladies of Variety Day - not this year. Insurance cost escalations have made it impossible to fund activities which involve water. Action - Pauline to maintain contact with the Ladies of Variety for 2005.

HMAS Perth Memorial Race - report from Michael Horton: There were 3 trophies, won by Bicton Belle, Sunbeam and Christina.

OGA pennants Action - Pauline to follow up with Wally Cook, who had undertaken to purchase 10.

9. New business

From Victor: -Sailor from Kiev is seeking a safe anchorage for his 29 m sailing vessel *Batktivsh-chyna* (which has its own website, search by vessel name). The vessel will be unattended for 6 months while he returns to Kiev. The vessel and crew are funded by the American/Ukrainian Community. Members suggested Two Rocks and Albany as possible anchorages. Action - Victor to report back to sailor.

From Victor: For Sale - H28 30 foot hollow Oregon mast. Action - Victor will pass details to Fiona for Newsletter.

From Alan: complimentary posters of tall ships and some paperbacks available.

From Mike: report from his visit to Guildford for their celebrations. Advertising led people to expect a flotilla of old boats, notwithstanding the construction of several low bridges since Stirling's day! Action - Mike will provide details in newsletter.

10. Next meeting

Tuesday 18 May 2004 at EFYC.

It was noted with concern that Tuesday meetings coincide with Wally Cook's other meeting commitments. Action - 1. Pauline to contact Wally and discuss. 2. Put meeting dates on agenda for AGM in July.

11. Meeting closed at 8.35 pm. Victor was thanked for chairing the meeting.



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



More fun from the 2004 Australia Day Weekend

By Tom Roberts

These are the observations of a first-timer. As it has been my intention to participate in this event since it's inception, and it turned out to be exactly the friendly, laid-back experience I'd imagined, I consulted my diaries to find out what had kept us away..... It seems that last year Helen's brother had a family barbeque also attended by a bloke called Cliff (sorry, Sir Cliff) Richard and his band members. (Judging by many of the accents encountered during the weekend, this is an acceptable excuse!) In 2002, I spent most of the weekend refitting ceiling boards to *Wyndham's* interior. These, naturally, had to be in place prior to the installation of a couple of nice comfortable bunks. One



Wyndham

can't expect one's wife to camp on the sole, unrolling a swag each night after shifting all the ship's gear out into the cockpit. Well, turns out one can..... for one year, at least. We discovered that much the same conditions prevail on *Hakuna Matata*, and, of course, are humbled by Mike Igglesden's cheerful endurance of *Oriel's* spartan accommodations.

Anyway, we picked the year of perfect weather; the sort of moderate winds and temperatures expected around the end of March, rather than January.

Saturday morning, Helen and I thought we'd made a pretty early start from our mooring in North Fremantle (to take advantage of the totally predictable, utterly reliable Easterly - see Issue 4, November 2003) until we spotted another gaffer, which turned out to be *Hakuna Matata*, out near Rowboat Rock. We reasoned our comrades were far enough removed not to notice our cheating with the iron topsail (the Easterly being non-existent) while we cleared the stink boat slop and, hopefully, got into the lee of Garden Island before the arrival of the totally predictable,

utterly reliable 20 knot Souwesterly. Luckily, the breeze had filled in sufficiently for unassisted sailing by the time we crossed their stern; a Westerly, perhaps even a point or two North! (Must get a compass) *Hakuna Matata* stood on down the middle of the Sound, while we hugged the Eastern shore of the island, not trusting the breeze, which, of course, held steady in the West all afternoon. Somewhere off Careening Bay we crossed their wake again, bearing away to avoid the

shoals I remembered from my Sea Scout days, while they pressed on, apparently bent on suicide. A brief

encounter with the mussel farm, coupled with the sight of *Hakuna Matata's* sail disappearing into the moored fleet, persuaded us to follow, and soon we were being

encouraged to pick up a nearby mooring by the soft Welsh lilt of *Mayflower's* skipper.

Interestingly enough, becalmed off Colpoys Point on the Monday, we listened to Ted Egan explaining how the Welsh have kept their language and culture alive through song and dance, and how this should be a model for our Aboriginal people. This on our wind-up/solar radio.....during Saturday's sail we'd listened to the peculiar concerto for jew's harp, mandola and orchestra, by Some-one-or-other (I'm not making this up...I concluded that the great difficulty in this piece would be for the performers to reach the finale without bursting into laughter!) Our little radio must be banished below in any sort of a breeze, so the amount of listening we accomplished is testament to the ideal conditions. Yes, we did reef our main for the race and sail home; I just didn't trust those moderate winds!

Well, the weekend proceeded in much the same manner, I imagine, as it's predecessors. We quickly met John and Pauline Dille,

(Continued on page 10)



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



(Continued from page 9)

Peter and Diane McDermot, Jeremy Stockley and George Brown (crew of *Hakuna Matata*) in *Mayflower's* ample, protected cockpit. *Oriel*, with Mike Igglesden (and crew Diana Hewison and Stephanie Bulter) and *Merry Rose* with Clive Jarman and Linda Jennings sailed in sometime during the afternoon. *Marco Polo* (Adrian and Mary Edwards) had arrived the day before. *Karina* (Wally and Shirley Cook), *How Bazaar* (Geoff Vardy), *Hughie's Girl* (Brian Phillips) and Robin Hicks' beautiful sprit rigged Catspaw dinghy arrived on trailers, and were soon in the water. *Mayflower* was the one boat that didn't have to go anywhere. Some boatless Gaffers arrived at various times: Brian Axcell was there, and Diana Hewison; there was a pair of very young Gaffers, Conall and Silas, with parents Bruce Veitch and Fiona Hook, and Chris and Stephanie Butler, respectively. There were others whose names I've missed through journalistic incompetence, for which I apologise.



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

On Sunday there was a champagne breakfast, a meeting of the Association presided over by President-For-Life Chris Bowman, assisted by Vanessa, then a short race, with handicap start. The scratch boat, *Hughie's Girl*, which looked beatable until the final windward leg, when she seemed to find a different wind, won the race, although John Dilley, first away in *Mayflower*, reckons he was never headed. He was the only skipper

It was a wonderful Yarn, though!

By Michael Bamford

"Major Adrian Hayter, who sailed from Teignmouth in August 1950 for his home in New Zealand in the 9ton aux. yawl *Sheila II* has just completed the leg from Surabaya to Perth, W. Australia. in 100 days. *Sheila II's* bottom was so foul that navigation was difficult and Major Hayter ran out of fuel and stores. He had to use some of the woodwork of the ship to make a fire and had to boil; and condense sea water. He made soup from some of the barnacles which he scraped from the

who thought it necessary to visit Garden Island. For his efforts, Brian Phillips won one of two prizes kindly brought along by Geoff Vardy (or so I believe, as I was stumbling around in the gloom during the presentation) with Jeremy Stockley winning the second. Many thanks to Geoff. Wally and Shirley, who boycotted the race, sailed off for Penguin Island, but actually went to Garden Island, were awarded Brian Axcell's lovely wine-glass, tumble-home transom; that is, the trophy he built specially for this weekend. If you think this strange, then remember that these two, with great enthusiasm and good humour, kept this club afloat for many years. Congratulations, Wally and Shirley.

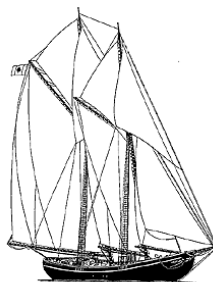
Following clean up on Monday, the boats that had sailed down from the Swan, plus *Mayflower* and *How Bazaar* and *Hughie's Girl* cleared off for home, stopping for a segregated (due to lack of barbeque at Cliff Head) picnic at Garden Island on the way. For once, the totally predictable, utterly reliable Easterly did it's stuff, and almost held on long enough to get us to the island. The sea breeze stuck to the script, 13 to 18 kn I guess, and ended the weekend, for us anyway, with a leisurely romp back to the mooring.



ship's bottom. In addition, he had to pump bilges every two hours during most of the voyage.

He undertook the voyage because he thought that he was in a rut".

From *Yachting Monthly* June 1954.



The distance from Surabaya to Perth is about 1800 miles, giving a rate of progress of 18 miles per day!

Even a raft, if caught in the Leeuwin Current would surely do some 75 miles per day! Ah, well, it makes a great yarn, doesn't it? Never let the truth stand in the way of a good story!



Mike Igglesden's perspective on HMAS 'Perth' Memorial Regatta—22nd February 2004

It was one reef down for *Oriel* when this year's regatta was held. We were soon trailing behind the Old Gaffers fleet of Tom Roberts, Jerry Stockley, Mike Horton, Bruce Prance and Barry Glazier, so any meaningful comment on the race is impossible for me to give. We struggled through the finish line at 1630hours but presentations were not held, due to protests in some other fleets,

until well after 1800, by which time I decided it was time for a great sail home.

There were 3 trophies, won by *Bicton Belle*, *Sunbeam* and *Christina*.



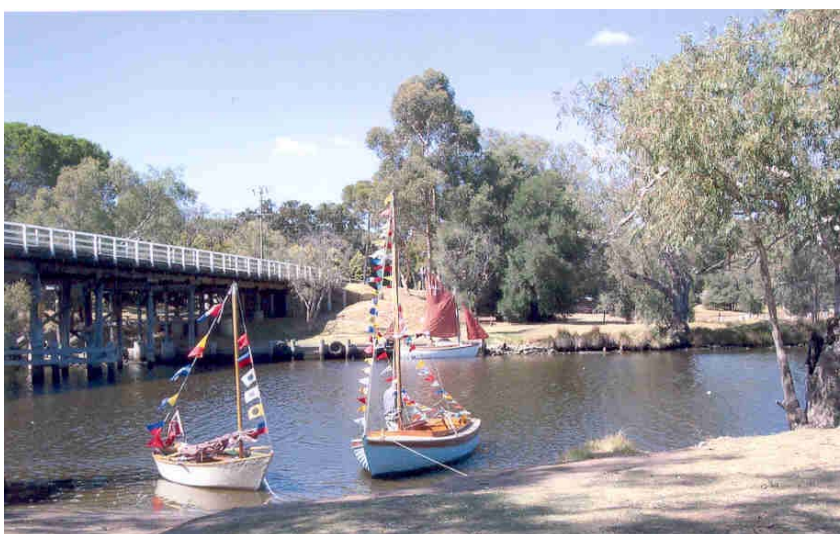
Guildford

By Mike Igglesden

The celebration of the 175th anniversary of the founding of Guildford.

In their promo of this event we were listed as a 'flotilla of boats sailing up the mighty Swan River', and the public were invited to come down and see us. This, to my mind, was journalism at its worst as I had explained to them we may encourage three boats to come, which we did, but, of course, there was no sailing up the Swan, at least in the vicinity of Guildford, due to the bridges and pipelines spanning the river. We were also billed as having on display a 'replica of Governor Stirling's cutter'. Robin Hicks beautiful 12 ft 'catpaw' dinghy was the closest we had to fit that description. Robin put her on display outside the Town Hall.

Arrangements were made in collaboration with the Maritime Heritage Association for Brian Lemon to display ten of his models, most appropriate for the occasion. The flotilla bravely flew bunting down on the river.



The 'flotilla'.

Karina, *Bessie Bay*, *Oriel* afloat with *Windaway* remaining on her trailer, as navigation problems had beset her, were our representatives.

A heavy rainsquall or two encouraged us to set out for home at 1600hours. It was a ten hour round trip for *Oriel*. We had a great weekend, but the object of the exercise was not accomplished as very few people ventured down to Town Landing and those who did asked embarrassing questions, enquiring as to the whereabouts of this 'flotilla'.

The displays and exhibitions in Stirling Square and beyond were well worth the visit. Wal and Shirley Cook enjoyed the concert performed on the Saturday night having ventured up the river that day, and, as they do, slept aboard *Karina* overnight.



**"Transform me then
into a fish
And let me swim in
a jug of this"**

A & M Edwards



A selection of marking out tools from Jack's Toolbox



6" spar gauge

An ordinary scratch gauge.

A very old fashioned scratch gauge with the adjustment held by a captive wedge made before screws became common.

A mortice gauge marks both sides of the mortice and the tendon at once.

The last mortice gauge has two pieces of half round on the face for marking round curves.

Across the top is a panel gauge with another spar gauge.

Left to right.

12" spar gauge



To swing the lead is to be lazy - The Leadsman, sat "in the chains" (near the mast shrouds) and swung a lead-weighted depth gauge so that it entered the sea near the bows.

Reminder -

Annual General Meeting

Thursday 15th July 2004

East Fremantle Sailing Club, 7:30 pm

John Sweet has contacted the OGA. He wants to learn to sail. If anyone needs a crew and is happy to have a novice on-board, please contact John directly:

21 Freeth Court
Brentwood 6153
9364 7214

We would suggest that John also contacts the Yachting Association of Western Australia (9386 2438) to find out about learn to sail courses.



Rod Wallis' Project

By Mike Igglesden

Rod invited OGA members to visit his boat-building project on the 28th March. I was late in arriving but I gather the 27 foot Jarrah planked boat was purchased in a much deteriorated skeleton form some years ago. Rod transported her to his beautiful property in

Baldivis and proceeded to rebuild her plank by plank. The restored shell will soon (that is a relative word) be ready for the internal structure to be built into the hull. Work on the accommodation is a very satisfying stage of construction. Things are really happening!

Rod, we look forward to the launching!

Ladies of Variety Sail Day

The mad world of Public Liability has caught up with our involvement in our annual sailing day for disadvantaged children. The day has had to be cancelled. This is a

great shame as the children have really enjoyed their participation in the sailing and the following barbeque.



Stella is for Sale

Stella is a much loved 16-foot gaff rig clinker boat with copper fixings looking for a new home. Some of you might already have seen her, either in her pen (almost in front of the Left Bank), sailing on the river, or valiantly following some of the Old Gaffers regattas.

Built in the early 20th Century, she is an original classic small Fremantle fishing boat, most probably built by Crabb in North Fremantle. The vintage Stuart Turner engine is still installed and running (there is an extra Stuart Turner motor for spares and also instructions for use). She has been extensively restored over 5 years, with major work by Graham Lahiff of Wooden Boat Works and later Chris Bowman of Malabar Boats (all receipts available). She has recently been painted and boasts a new set of Egyptian cream Dacron main and jib (by Hills Sails), as well as a SH 125 spinnaker. The only work required is normal maintenance and regular use.

A custom built 4 wheel heavy duty trailer goes with her, as well as an auto bilge pump with float switch, a hand pump, fire extinguisher, oars and cover.

Registration runs until December 2004 and the pen is available until July 2004. She is priced very reasonably at \$4800.00

For more details, or a visit, contact:

Anne-Marie Medcalf on 9339 3721 or 0401 091 695.



If he was lazy he just "swung the lead" without going to the trouble of sounding the depth, calling out an imaginary reading to the Officer of the Watch.

For Sale

14 Foot Whitehall type rowing/sailing dingy.

Spruce spars.

Bronze fittings.

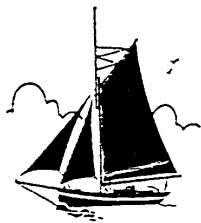
Buoyancy tanks.

Beautiful boat, all top quality and is

as new.

Contact Brian Phillips
9524 1406.





Old Gaffers Association
Western Australia Incorporated

Newsletter Editor

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Assistant Editor

Fiona Hook
PO Box 177

PRESERVING
AND PROMOTING
THE GAFF RIG

Were on the Web!

www.oldgaffersassociation.org/westaussie.html

Dates to Remember

18 th May 2004	General Meeting, EFYC 7:30 pm. NOTE: It's a <u>Tuesday</u> .
15 th July 2004	Annual General Meeting, EFYC 7:30 pm. NOTE: It's a <u>Thursday</u> .
29 th October 2004	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?

