

OLD GAFFERS ASSOCIATION

WESTERN AUSTRALIA
INCORPORATED NEWSLETTER

PRESERVING AND PROMOTING GAFF RIG

Editorial



F Hook

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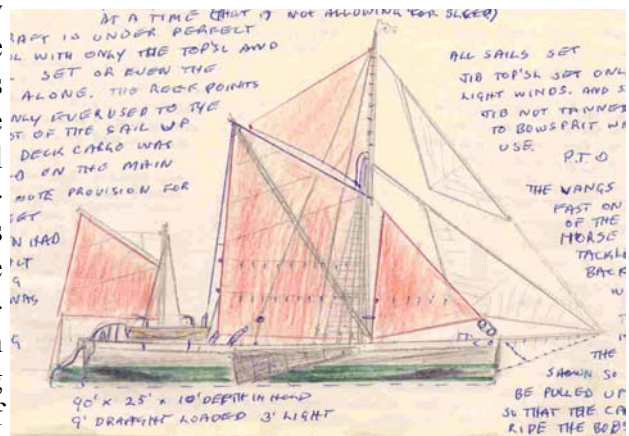
- Minutes of the AGM
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Preserving and Promoting the Gaff Rig

Many nations owe much of their prosperity and security to the use they have made of the sea. As members of the OGA we can, in our own small way, promote the survival of this, our nations maritime heritage. We must cherish our traditional connections with the sea by 'Preserving and Promoting Gaff

Rig'. The sight of our boats always creates great interest.

People's imaginations are stirred to the extent that sailing before them, are historical links to our maritime past. A past to which they, realize it or not, owe a great deal. Should this connection ever be lost it would prove to be a great tragedy in this modern world of ours.



J Gardiner

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Presidents Report

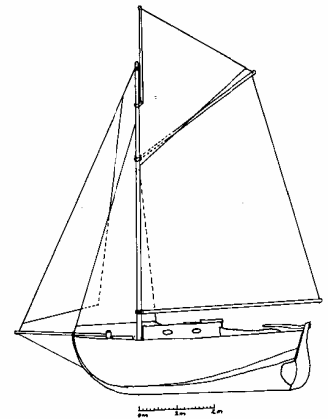
The old West Indian shipwright who taught me my trade also taught me many other things, especially concerning Human Nature. Loren Dewar was an encyclopaedia of sayings and proverbs, and over the years that I worked with him I heard them all many times over. One of his favourites was "The world is getting wiser, but weaker...". In my profession as a boat builder I can relate this old saw to many daily events, but I think what Uncle Loren was alluding to went beyond mere work, and that he was looking more at where life was heading in modern times.

I would be the last person to argue against the use of power tools for instance, but I marvel at the incredibly high skill of craftsmanship used in the construction of what we now call antique furniture, where hand tools alone were used. Just walking through the west end of Fremantle I look at the ornate architecture and quality of workmanship in what were in their time just ordinary offices, warehouses and train stations, and I compare them to the tilt-slab construction of buildings today and think that even with all the high-tech efficiency that we possess we struggle to create anything as visually pleasing to the eye as what they did in yesteryear. Ikea vs. Chippendale? Email vs. hand written letter? Fibreglass vs. timber? I know what I would choose if

I could afford it.

But that is the point, isn't it? Rarely do we get the chance to make a choice. A trip to the upcoming Boat will

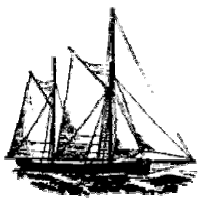
underline this: there will be untold different names and models of boats to choose from, but they all will look exactly the same.



I could go on and on. But those few words do make you think. None of us would care to give up the modern conveniences that make our life so much easier these days, and why would we? But I think that our modern life does need just a sprinkling of perspective to keep us in touch with the natural world. Jack Gardener's brilliant stories of his life on the sailing barges are a perfect example of how hard life was in days gone by, and we value and appreciate those experiences. These days I am sure the same work is done much more efficiently and with far less human effort. And yet somehow there is something missing these days. Perhaps it is the uniqueness of the human spirit that is being forgotten, that has been lost.

Oh well. I suppose that is what makes us Old Gaffers so lucky. We at least in our own way get the chance to experience the simple thrill of wind and water and canvas, and though it isn't always easy out on the water, we feel so much better for it. Or at least that is our story, and we are sticking to it!

Chris Bowman



"First rise after low
Portends a stronger
blow"



F Hook

Rottneest Weekend—29, 30 and 31 October 2004

The Rottenest weekend is fast approaching. This is a great weekend at the end of October where members sail across to Geordie Bay, camp on their boats or bunk down in the OGA hired chalet. For those without boats it is also a great opportunity to catch the ferry across, stay the night or even visit of the day and catch a sail or catch up. Or you may even get a sail to or from Rottenest.

As bookings for the Chalet are limited you need to let the Secretary know by the end of August if you are intending to sleep in a bed—9527 5363.

Moorings - owing to the complexities of bookings, members please note it is not le-

gally possible for the Association to make a block booking for the 3 moorings in Geordie Bay. However, all 3 public moorings are currently available so if you wish to secure a mooring for your boat for the dates Oct 29/30/31, please contact the moorings number personally ASAP - 9372 9771.

Please contact the Secretary if you intend to come or you want more information.

Hope to see you there!

TRADITIONAL
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Ph: 9336 6667

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PO BOX 333, FREMANTLE WA 6160



The Swan River H-28s

Founding Member and past president of the OGA Frank Marchant wrote this article for the Maritime Heritage Association in 1993. They are still one of the largest classes of yachts racing on the Swan River.

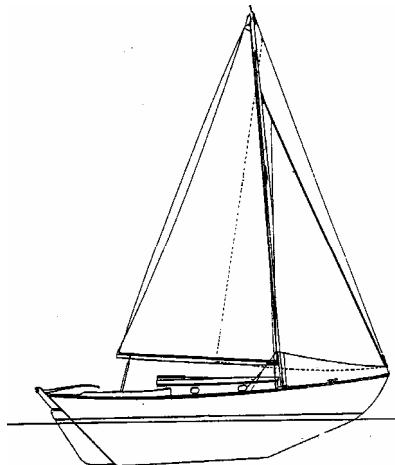
During December, 1942, L. Francis Herreshoff designed a 28-foot yacht, the H-28. This design was aimed at the average family man, was not expensive to build, comfortable, good in a seaway and had a reasonable turn of speed.

Plans for the H-28 were originally published in 'Rudder' magazine the following year, and some hundreds of such boats were subsequently built throughout America after the war finished. Yachtsmen in other countries quickly saw the possibilities and hence the design showed up in many parts of the sailing world.

South of Perth Yacht Club has a fleet of 22 H-28s competing on Wednesdays and Saturdays -perhaps the most active fleet in the Club. The original rig was a ketch; however, locals found the fractional sloop rig enhanced performance and was easier to handle. Now, only one

of the fleet still sails as a ketch. During a visit to America, one owner called on H. Herreshoff himself: he was pleased to hear of the fleet and suggested that it was probably the largest fleet, so far as he knew, sailing outside the USA.

Competition within the fleet is brisk. The yachts are subject to a prescribed sail area and hull measurement -the result is true class sailing as, in theory and in fact, all the craft have equal performance. Success lies in the hands of the skippers and crews -in their awareness of the yachts' capabilities, in forecasting wind shifts, in local knowledge and in efficient sail handling.



"Frost or dew in the morning light
Shows no rain
before the night"

Looking for a good home—8ft Boom

Diana Hewison has a 8 ft oregon boom that is looking for a good home. Contact Diana direct on 9384 8902

Hand Leadline

The marks on the hand lead line used to measure the depth of water before the invention of the echo sounder were:-

2 fathoms	Two strips of leather
3 fathoms	Three strips of leather
5 fathoms	Piece of white bunting
7 fathoms	Piece of red bunting
10 fathoms	Piece of leather with a hole in it
13 fathoms	Piece of blue bunting
15 fathoms	Piece of white bunting
17 fathoms	Piece of red bunting
20 fathoms	Two knots.

This line was normally 25 fathoms in length. The intermediate marks were called 'deeps'. So the leadsman would call "By the mark, 3" or "Deep 6."



<http://www.landfallnavigation.com/nl04.html>



Life Member Jack Gardiner writes of the days on the Barges

Boomie Barges

In the late 1800s the spritty barges were getting larger and going further to sea and a few boomies were built as a way of carrying more cargo. A typical one was the *Record Reign* must be about Victoria's jubilee. She was built by Howard & Son at Maldon on the Essex coast and her stats are as follows: Length ex bowsprit 112 ft.

Beam 24 ft; Draft light 6 ft; Draft loaded 10ft; Depth in hold 12 ft; Main hatch 31 ft x 13 ft; Fore hatch 9 ft x 9 ft; She had two engines of 40 HP each.

Single cylinder engine on deck for a winch. All presumably petrol-paraffin. All made by Bolinder. Bunker capacity 1660 gallons. They gave a calm water speed unloaded of 6 knots.

There was no electric power and all cooking and heating was by coal fire. She was ketch rigged with what is called a half sprit which is a standing gaff with barge type brails and a much larger mizzen than a barge.

During the First war she was taken over by the Navy and converted to a Q ship with concealed guns in a collapsible deckhouse and a dinghy on the main hatch which came apart in two halves and other smaller weapons. This was at the time of sink on sight operations by the V-boats and the theory was they would not waste a torpedo on an old wooden craft and would sink it by gunfire which in this case gave the victim an equal chance. After the war she was refitted, I think, with diesel engines and went back to coastal trading till she went ashore at a place called Beer in Devonshire in thick fog. Being flat bottomed she went right up and onto an uneven bottom which caused an unbearable strain when the tide dropped.

A tug tried to take her off on the next tide but she had started to break up. This was in 1935. A gaff sail is more suitable for seagoing but a sprit is a lot handier for river work and proved good even for trips to Ipswich and Ramsgate which more or less marked the end of the Thames Estuary.

The deep draught vessels which carried the coal trade, the brigs and schooners, were not ideal for the shallow harbours of the east coast and the coasting barges gradually replaced them and the boomies were an extension of the idea of shallow draught flat bottom cargo carriers. Some of the east coast ports were silting up and making it impossible for the schooners who had to buy ballast for the trip back to the northern ports. And so the idea of a vessel the same size but flat bottomed was born. The first was the *Flower of Es-*

sex which was rigged with a gaff mainsail and a long running bowsprit. But the first real boomie was the *Stour*. She was of 99 net tons and carried 200 tons. She had a clipper bow and counter stem and a bowsprit with a jibboom. The mizzen was stepped well inboard and had a mizzen topmast. Also the mainmast carried a square sail and topsail. Described by the builders as a schooner with the bottom cut off. It was found the hull had not the necessary grip on the water to carry all that canvas aft so the mizzen topsail was abandoned. Several more boomies were built, gradually becoming a type of their own. *Dover Court*, *Lothair*, *Alice Watts*, *Emerald* were some of them. Gradually becoming bigger, *Startled Fawn* was of a hundred tons, *Brightlingsea* and *Antelope* of 98 tons.

At this same time coal burning steamers were coming into service of about 1,000 tons to service the gas works and power stations, but the sailing craft hung on because the steamers could not use

some of the smaller ports on the east coast. Most of them varied according to the builders and owners own ideas. Some had counter stems, some flat transoms like a barge. The boomies built at Shoreham and Littleham on the south coast had their bowsprits in line with the sheer. Most had running bowsprits most of which were changed to a fixed one because of the whisker shrouds and other gear making the anchor work a lot harder. Most of them converted from tiller steering to wheel early on. Before any of the spritties the tillers could be

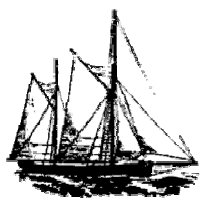
anything up to 15 or 20 feet long and were known as widow makers. Most of them carried a square topsail and some an upper topsail too. All these vessels had larger crews than the c" spritties. Skipper, mate, 4 or more ABs and a cook.

The square sails were gradually abandoned due to economics. The flying jib was also done away with. It put too much strain on the topmast if the skipper held on to long. The *Lord Tennyson* had a novel way of taking the strain on the flyingjib halliards which led to the mainmast head not the topmast. The head of the jib had longer and longer tails on the slides. It looks clumsy but must have worked.

Another big barge built at Whistable was *Nellie S.* with a lot of timber from Chatham Dockyards 1876. She was copper fastened and copper bottomed and traded seldom in home waters. Sold in 1898 to Brazil. She was 131 feet length, 26 feet breadth, 12.8 feet depth of hold and loaded 500 tons. Some barge.



F. Hook



**" Sound travelling
far and wide
A stormy day will
betide"**



Shipping Info

In the 16th and 17th centuries, everything was transported by ship. It was also before commercial fertilizer's invention, so large shipments of manure were common. Manure was shipped dry, because in dry form it weighed a lot less than when wet. In addition, once water (at sea) hit manure, it not only became heavier, but the process of fermentation began again, a by-product of which is methane gas. As the stuff was stored below decks in bundles you can see what could (and did) happen. Methane began to build up below decks and the first time someone came below at night with a lantern, BOOOOM! Several ships

were destroyed in this manner before it was determined just what was happening. After that, the bundles of manure were always stamped with the term "Ship High In Transit" on them. This meant for sailors to stow this type of cargo high enough off the lower decks so any water that came into hold would not touch this volatile stuff and start the production of methane. Thus evolved the term "S.H.I.T" (Ship High In Transit) which has come down through the centuries and is in use to this very day. You probably did not know the true history of this word. Interesting eh ?

Geoff Howard

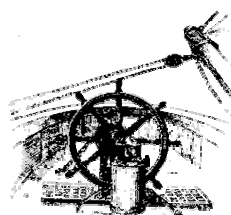
Jack Gardiner continued

The steam colliers slowly took over the coal trade to London. All the various gas works and the power stations had their own fleets. Some like the ships owned by the Battersea Power Station were built for the job. They all looked alike with a funnel and deckhouse aft, a bridge with a wheelhouse above a cabin and messroom midships and a focs'l head forward with two well decks. Some of them had the bottom of the hold radiused to the same curve as the grabs on the unloading cranes to save trimming while unloading. The Battersea boats were called flat irons. They were lacking any second deck and had a funnel that folded flat and telescopic masts so they could get under the bridges to Battersea. They had to time their arrival to get to London Bridge at near low water and punch the tide the rest of the way. All these ships were built of steel of course. The big wooden barges and schooners were all wood and I don't think anymore were built after about 1925. In fact I think Everards big four were nearly the last ones built and they were steel. The boomies lasted up till then but were not replaced. Some were re-engined and

worked as motor ships. The *Bolham* (also a Q ship) was still working in Liverpool up to the WW II as a motor barge. The *Record Reign* must have been the last to trade under sail. They were all displaced by steam and later by motor ships as they had replaced the schooners and barges. All due to economics. The barges hung on to the last because they could and did work into ports that bigger craft could not get into. There were still a 100 or so barges working after the war and earning good freights too but they were not replaced. Most were stripped and engined as they needed a big refit. The big boomies were much cheaper to build than the schooners and brigs they replaced because they were flat bottom and there was very little compass timber cut from grown oak crooks and branches and most of their planking was straight and parallel too.

Barge building was more or less a separate trade

on London River. Shipwrights needed a lot of knowledge for the difference in methods of construction



which were so different to round bilged ships. The steam colliers replaced the boomies together with the railways just as they had replaced the schooners and brigs. The motor ships came in after the war and captured most of the continental trade. There were a few before the war, mostly Dutch, which were mostly run as a family concern. The owner/skipper had his wife as cook/steward, sons as engineer and deckhands. They were mostly small

750 tons with accommodation and engines aft. There was a universal custom that when vessels were moored two or three abreast you always walked across the inner ones at the forward end. If you went by the stem the dog would bite you. After the war there was a big trade in bricks from Belgium which was almost monopolized by them. Timber from Sweden and Norway was another staple cargo with manufactured timber doors, gates, knocked down furniture all being carried by them. Pit props used in the coal mines was another staple which used to be carried by barge as well as Norwegian and Swedish

ships.

The Boomies came and outed the schooners and brigs and were themselves outed by the mule rigged barges but a lot (or some) were made into motor ships and lasted up to the war. One or two right up to 1930s. the *Bolham* was working out of Liverpool up to 1932 and the *Record Reign* still under sail right up to 1935, those are two that I know of.



**"When the wind
before the rain
Let your topsails
draw again
When the rain
before the wind
Topsail sheets and
halyards mind"**



North West Bound

So I decided to take the bus up to Exmouth.

We pulled out of the Wellington St terminal at 8:10 pm and the driver started his spiel before we'd left the city limits telling us about the rules and regulations of travelling on his bus, he then launched into the itinerary. Cataby Roadhouse he said was the first comfort stop, then Dongara, Geraldton, Kalbarri, Carnarvon, Coral Bay and finally Exmouth, "that's how it's supposed to happen" say's he, "sometimes it does' and sometimes it don't". I saw a few heads pop up in the seats ahead of me in reaction. I will mention at this stage that our driver for the next 1,200 km had an overhanging gut right down past his knees and was a definite heart attack on legs just waiting to happen, those words "sometimes it don't" rang in my ears.

At the bus companies Midland office we picked up 'Flash'? I was sort of reassured, at least by his presence. The rest of the journey to Exmouth was, thankfully, uneventful.

I have travelled long distances on many forms of transport but I was recently advised by a young backpacker friend of mine to "get one of those inflatable neck support thingy's" so I got one, the best \$15 I ever spent. I slept through Dongara, Geraldton and Kalbarri and didn't even need a pillow, brilliant.

I would, at this stage, like to introduce my old mate of some 18 years, many off shore races and many beers, Graham Higgins. A few years prior to his retirement from a WA state government department all he ever spoke about was buying a catamaran and living on board while floating up and down our vast coast line, for the past 5 years he and his lovely lady Trish have been doing just that.

After meeting me at the Exmouth tourist centre with a taxi laden with goodies, Trish, Graham and I headed for the newly constructed marina and housing development. There she was just as I remembered her *Ocean Lady*. She is a 35 ft Imp Jensen catamaran, 12 years old with 2 x 15 hp Evinrude outboards. I didn't mean to lure the reader falsely into this article but you would have gathered by now that *Ocean Lady* ain't no gaff rigged vessel. I have, however, been given special permission by a much respected OGA member to write this journal for the newsletter.

After stowing my gear and reacquainting myself with *Ocean Lady* Graham announced that we would be setting sail at 2am the next morning for Serrurier Island (known to the locals as, Long Island. Early to bed and extremely early to rise we

headed out of the marina and off to the island arriving there around 3:00 pm that afternoon. I must admit that I had to steal a couple of hours shuteye during the morning part of the sail but Higgins can be very understanding and he has sailed these waters quite extensively and didn't really need my weary eyes.

It's a tradition on 'Ocean Lady' to set up the deck chairs on the for'ard area and with the drink of your choice watch in amazement as the sun gently lowers itself onto the horizon and amidst rapturous applause and cheers disappears never to see that day again. A couple of tipples later and another massive phenomena happens as the stars sprinkle themselves across the clear night sky, a sight rarely experienced with such clarity in the city areas.

The next morning we headed for the 'hussle and bussle' of Onslow. Not a lot happens in Onslow but that evening must have been the highlight of the year as a band was playing at the Beadon Hotel. We didn't need to go ashore or indeed supply our own musical entertainment as the wind was in the right, or wrong, direction till 1:00 am.

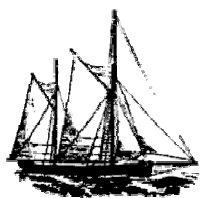
Moored in Beadon Bay with us were two sail boats travelling in company one of which was a gaff rigged ketch (thought that would grab your attention?) *Atmosphere* was her name, a connection that will be revealed later.

During the morning a dinghy pulled up alongside and the two occupants introduced themselves as Vicky and Gene from *Atmosphere*. After exchanging pleasantries, as you do, they continued on their merry way ashore.

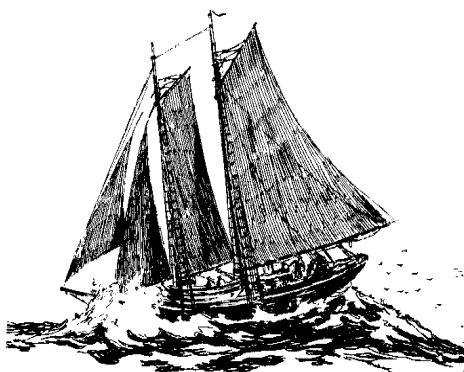
Late that afternoon we decided to hit the 'bright lights' of downtown Onslow for a couple of beers. The Beadon Hotel patrons began to arrive as the evening descended bringing with it an absolutely magnificent cloud filled sunset.

Vicky, Gene and the couple from the other boat had decided to have a drink and meal at the pub also and joined us at our table. Vicky and Gene had not mentioned that they had a crew member aboard *Atmosphere* at all but in walked an old sailing buddy of Graham and mine from the Hillarys Yacht Club who spends quite a lot of time in the US and we had not seen him for some considerable years. The reunion was great with quite a few stories and I must say 'revelations' from the past.

Our party had decided to have dinner on the boat



**"Mackerel skys and
mares tails
Make lofty ships
carry low sails"**



HILL SAILMAKERS
12 Grey Street, Fremantle 6150
Tel: (08) 9430 7085
Fax: (08) 9431 7085
Mob: 0417 904 844

and returned to *Ocean Lady* moored in the dark, but having omitted to leave any lights on her, fortunately the night light was enough to pick out the obvious catamaran lines but our blurred, grog filled eyes gave us a fun ride back.

We took advantage of an invite from Gene to check out *Atmosphere* the next morning and it was only then that I found out that our OGA president, Chris Bowman had a big hand in the construction of *Atmosphere*. A fine vessel with quite a few unconventional features she really is and all is revealed in the June 2004 issue of 'Cruising Helmsman'.

We parted company with the promise that they would endeavour to rendezvous with my son and his family who are living in Gove in the Northern Territory. Apparently the yacht club there is a fun place to visit.

Early that afternoon saw us on a short 12 mile trip along the coast to the mouth of the Ashburton River. We moored a safe distance away from the coral entrance and picked our way in the dinghy through the nigger heads (am I allowed to say that any more?). Anyway, we meandered up the Ashburton River with a light following tide where we encountered a couple of local fisherman who were using a plastic canoe which they had launched from a ramp further up. According to them their catches were "reasonable". After our short chat we put the out board into gear, revved up and she stalled, "how embarrassment" as Effie would say. The fisherman offered to 'walk' us up to the ramp as on their side of the river it was only knee deep, we laughed and desperately got the motor going and headed for the 'ramp' which we wouldn't have found if there wasn't another local launching his craft.

There is an amazing amount of history attached to this area which Higgins seemed to know quite a lot about as he was posted there during his years with the Department of Aboriginal Affairs and DOLA (The Department of Land Administration). Because of the coral entrance to the Ashburton River wool ships had to moor way off the coast and lighters would make their way up to jetties. Tides must have played a big part too as there was evidence of a jetty construction some 50 m inland and around 3 m above the water line of the river.

After further exploring the area and getting some much needed walking exercise we headed back to *Ocean Lady* and made our way over to Long Island again. Within sight of the island we put out a couple of single lures and over a period of about three hours caught an array of good sized fish destined for an assortment of different recipes. We did, however, go through an area that we nicknamed 'Cods own country' as that is all we seemed to be catching, all undersized so they were released to get hooked another day. Apart from the first night in the marina at Exmouth we ate fish for every dinner meal, you couldn't get much fresher than that.

I spoke on the phone to my four year old grandson and told him of my piscatorial success informing him that I had caught and eaten a shark, he was most impressed and asked me how big it was, I said "Hold your arms out to the side as far as you can stretch and

that's how big it was" he said "I've got very big arms granddad", bless him.

I'm finding out why this is Higgins favourite spot. Even though its vegetation is low it provides excellent shelter on either side of the island as the winds and your comfort requires, similar, I suppose to our beloved Rottneest. Reef is in abundance to the north and south leaving beautiful sandy beaches on each side of its narrow length. The coral is in a state of repairing itself after the devastating cyclone that hit the Exmouth area about 10 years ago and although not the most colourful I've ever seen still very interesting to snorkel on and teeming with magnificently decorated fish of all sizes. I was thankfully forewarned about the Reef Shark that I might encounter and I did being as wary of him as he was of my pink hulk.

3:00 pm bought the low tide and the decision was made to get out the 'Lawnmower'. One of the many advantages of a catamaran is the ability to get close enough to the beach and while being fairly stable all hands can get into the water and scrub off the accumulated 'grasses' that seem to attach themselves almost over night.

A couple cleaning their fish on the beach (because they didn't want to get fishy stuff all over the boat!) said "If you get any closer you won't get your feet wet coming ashore", when it was explained to them our intentions they walked away

(Continued on page 11)



B. Veitch



**"Seagull, seagull,
get out on T's and
We'll never have
good weather with
thee on the land"**

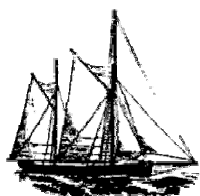


**The Albion
Hotel**

Annual Calendar of Events

Please see page 12 for actual dates in each newsletter. Members meetings highlighted in bold

Month	Venue	Event	Issue
January	Mangles Bay	1. Australia Day Weekend 2. General Meeting	Date of AGM
February	Nedlands YC	1. "HMAS" Perth Memorial Race 2. Newsletter deadline	
March	East Fremantle YC	1. General Meeting	Memberships due
April	Royal Freshwater Bay YC	1. OGA Regatta	14 days allowance for Membership dues
May	East Fremantle YC	1. General Meeting 2. Ladies of Variety Sailing Day 3. Newsletter deadline	Nominations for Office
June			
July	East Fremantle YC	1. Annual General Meeting	
August		1. Newsletter Deadline	
September	East Fremantle YC	1. General Meeting 2. Try Sailing Day RFBSC 3. Open Day	Discuss Christmas Dinner
October		1. Rottnest Weekend 2. Newsletter deadline	Accommodation Moorings
November	East Fremantle YC	1. General Meeting	
December			



**"When a halo rings
the moon or sun
Rains approaching
on the run"**

Seeking OGA members?

If a member is seeking to make contact with another member and does not have the necessary contact information, here is a way to proceed...

Write to the person you wish to contact, then address the envelope to that member but care of the secretary, *19 Kerpell Mews, Rockingham WA 6168*. The secretary will then forward the letter according to the membership details. If a return address is in-



cluded on the reverse of the envelope, the letter can be returned if there is no forwarding address.

This approach will reduce the frustration for all parties concerned, of multiple phone calls, answering machine messages, return calls, repeat messages and general passage of time. It will also help with the Association's responsibilities in relation to privacy

Many thanks
Pauline Dilley

OGA Pennants

New OGA pennants are now available. They will also be available for sale at each OGA meeting and events for the cost of \$22.00.

If you would like one posted please send a cheque for \$22.00 made out to the Old Gaffers Association

Western Australia Inc to the Treasurer: *28 Saunders St, Swanbourne 6010* and a shot note requesting a pennant.

If you have any queries please contact the Secretary on 9527 5363.



Coming Event—Painting Workshop

Owen Sweetman, Sales Manager of International Paints in W.A. and past long time member of the OGA gave a very interesting and informative talk to the Amateur Boat Builders Association recently.

The above advertisement from the March 1903 issue of "The Yachtsman" demonstrates that the general thrust of advertising has not changed much over the intervening 100 years! Owen was kind enough to agree to give us a similar talk – we only have to ask.

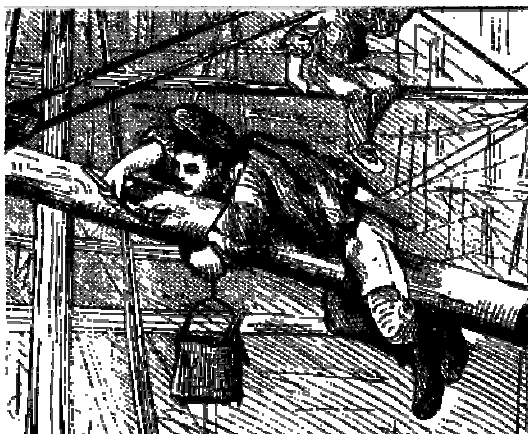


From *The Yachtsman*, March 19, 1903 (Volume 622 Edition 25), page 131

Some of the topics he will cover include:

- The painting of topsides, decks, bilges and cabins.
- The various antifoulings available – which to use, when and where.
- Fibreglass – construction and repair with epoxies.

The date of this talk is to be advised.



**"If woolly fleece
deck the heavenly
way
Be sure no rain will
mar the day"**

Believe it or not

At the end of the eighteenth century the canvas used in British warships came in widths 2 feet [0.61m] wide and was numbered according to its weight. Number 1 canvas (for heavy weather sails) weighted 44 lbs [19.96 kg] per 38 yards [34.4 m] while the light weather canvas (Number 6) weighted 29 lbs. [13.15 kg] per 38 yards [34.4 m]

From the September 2000 MHA JOURNAL. The gaff mainsail of the 1903 America's Cup defender *Reliance* (LOA 149.68 feet [45.7m]) had the following dimensions: -

Luff	72 feet 3 inches [22.02m]
Head	69 feet 4 inches [21.13m]
Foot	112 feet [34.2m]
Leach	139 feet 7 inches [42.35m]

The canvas was 22 inches [0.56m] wide, each seam double sown, and was all, together with all reinforcing patches and the roping, hand sewn! She had six of these sails. Her total sail area was 16,159.45 Sq. feet [1501.22 sq.m].

In 1852 the barque 'Emigrant' shipped a Tasmanian blue gum plank to London measuring 148 feet [45.08m] in length. One end of this plank rested on the forecastle head and the other end protruded 14feet [4.26m] over the counter.

Experience is something you don't get until just after you need it.



Minutes of the 2004 AGM

15 JULY 2004 1930 hrs
East Fremantle Yacht Club

1. Meeting opened at 2000 hrs

2. **Present** Chris Bowman, Pauline Dilley, John Dilley, Mary Igglesden, Wally Cook, Victor Peters, Clive Jarman, Linda Jennings.

3. Apologies – Jeremy Stockley

4. **Minutes of last AGM** - accepted as correct; Alan Abbott and Wally Cook

5. Business arising – nil

6. Correspondence – nil.

7. President's report

Chris gave a review of sailing and social activities of the year, which included a weekend sail to Rottnest Island, Opening Day at RFBSC, Christmas Dinner, "HMAS Perth" Memorial Regatta, OGA Regatta, Guildford anniversary celebrations. Events which did not transpire included Fremantle Sailing Club Boat Show, Bunbury Three Rivers Race and Ladies of Variety sailing day for children with disabilities. These matters were beyond the control of members. The President stated that in general terms the Association was "treading water".

8. Treasurer's report

The President presented the Financial Report on Jeremy's behalf, giving a healthy financial situation— see attached.

Report accepted; Moved by Diana Hewison, seconded by Linda Jennings.

All members present agreed that the treasurer be thanked for his excellent work and thorough report.

9. Secretary's Report

i) Duties List created to facilitate handover to a new secretary in the future. ii) Annual Events Calendar created, to be included in next Newsletter.

ACTION Pauline to email copy to Mike Igglesden.

iii) Nominations process for next AGM - after some discussion. It was agreed that the process be clarified from historical records, in preparation for the next AGM

ACTION Pauline and Wally to discuss nomination process for next AGM.

iv) OGA Pennants presented for viewing. All agreed they were of excellent quality and design. No purchases were arranged because of the absence of the Treasurer. Pennants will be available

at next meeting.

ACTION Pauline to bring pennants to next meeting.

v) Trophies, badges and race pennants – presented for awareness. Discussion ensued – trophies are awarded to A and B divisions on cumulation of racing points earned, currently in abeyance. Discussion included how inscriptions should be arranged; all agreed that in view of the small cost and the holding of the trophy, it was reasonable that the trophy holder arranges their own inscription.

vi) Members seeking to contact members through the Secretary. Pauline suggested that it would be helpful if members could write to the party they are seeking and address it care of the Secretary so that it can be forwarded. This would remove the frustrations of repeated telephone messages and time delays. All present agreed that this was a reasonable suggestion.

ACTION Pauline to include a comment re members seeking members in the next Newsletter.

10. Boat Registration Officer's Report

Wally reported that the Register exists in numerical form, per OGA registration number. This number remains with the boat. If a member acquires a new boat it will have a unique number. Numbers are not transferable from boat to boat.

It was requested that members provide details of their boats and personal and/or boat histories, for the interest of other club members.

ACTION Chris to provide article of request for boat and boat owners' details for next Newsletter.

11. Newsletter Editor's Report

Not available. All present agreed that the Editor and Assistant be congratulated on the continued excellence of the publication.

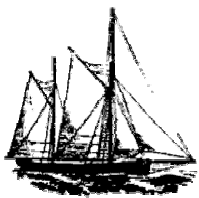
Closing date for next issue is 12 August 2004.

12. Election of Officers

Existing Officers having already stated their intentions to renominate, all present agreed that the nominations be accepted. Moved by Wally Cook, seconded by Clive Jarman. President Chris Bowman thanked all Officers for their work for the Association and in particular Vice President Vic Peters for stepping into the Chair when Chris was absent.

13. OGA Constitution

i) In view of the need to review the Constitution, it was agreed by all that copies be made available to as many members as possible by email and mail, mailed out with next Newsletter and discussed at a Special General Meeting in November 2004. Moved by Jeremy Stockley (via email), seconded by Wally Cook.



"Rainbow to
windward foul fall
the day
Rainbow to leeward,
rain runs away"



(Continued from page 10)

ACTION Fiona to email/copy and mail out Constitution to membership at the time of the next Newsletter.

ii) Incorporating Body requires notification of changes.

ACTION Pauline to advise incorporating body of changes after SGM.

14. New Business

Life membership

It had been agreed unanimously at the May meeting that Wally and Shirley Cook be granted Life Membership in recognition of the great contribution they had made to furthering the interest in and activities of the OGA. Wally was advised of this decision and expressed his thanks.

ACTION Pauline to write a letter to the Cooks advising them of life membership.

15. Around the table

i) Wally Cook – queried outcome of certain proposed events last year. As stated in President's Report, these events were beyond our control.

ii) Wally Cook – proposed that OGA pursues opportunities to take part in events related to old wooden boats, eg The Duyfken, sail in company.

Moved – Wally Cook, seconded – Clive Jarman

ACTION Pauline to draft letter for President to

OGA Constitution

Copies of the OGA constitution are available from the Secretary either in hard or digital format. Please contact Pauline if you want a

send to Duyfken Association. advising them of our interest.

iii) Linda Jennings – re WA 175th anniversary celebrations;

ACTION Pauline to contact Events Corp for dates

ACTION Chris to enquire re re-enactment of the Catalpa Incident.

iv) Pauline Dille – meeting dates for the coming year

Discussed and agreed; all meetings will be held on 4th Tuesday alternate months, same time, same venue.

ACTION Pauline to forward meetings notice for next Newsletter.

v) Attendance at AGM

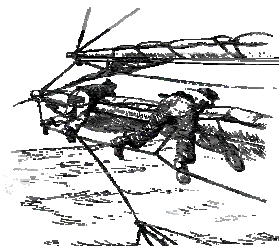
It was discussed and agreed that attendance might be improved if the newsletter is timed for distribution closer to the date of the AGM so that it is fresher in members' minds.

ACTION Pauline to advise Mike Igglesden of members' suggestion re timing of Newsletters.

16. Next meeting 4th Tuesday in September, 28 September 2004, 1930hrs at EFYC

17. Meeting Closed at 2135hrs.

copy— 19 Keppell
Mews Rocking-
ham 6168 9527



**"Beware the bolts
from north or west
In south or east the
bolts be best"**

North West Bound continued

(Continued from page 7)

muttering something about it being a "good idea".

Fortunately the aforementioned couple had already made their way back to their vessel when we realised that a series of good surges had pushed OL a little too far onto the beach than was originally planned. Being low tide there was no real panic but our skipper thought we should abandon our well intended work detail and get off the beach 'pronto'. It took about 10 minutes with both motors full astern to get us off the beach leaving two huge furrows underneath the hulls. Getting back to our anchorage, which was just off a reef section, we had a couple of well deserved beers and waited till sunset when we decided, this time, to drop a line over the side and reeled in some good sized fish while the lovely Trish made dinner. Guess what we had for dinner? The next day saw us heading back to Exmouth on a great fol-

lowing wind, with only the jib up we were being pushed along at a comfortable 5-6 knots. Alas my North West sailing adventure had come to an end but I was about to embark upon another adventure even more exciting than the last 10 days on *Ocean Lady*.

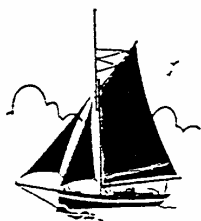
After the 19 hour bus trip back to Perth I arrived weary and aching at 7.00 on the Friday morning. That evening a very excited lady arrived home announcing that she was really pleased to see me and so looking forward to the holiday we had planned.

We left on Sunday for Cairns and Port Douglas and on June 28th got married at the 'Lazy Lizard' motel Port Douglas. The adventure begins.

Geoff and Sylvia Howard

Wind'A'Way





Old Gaffers Association
Western Australia Incorporated

Newsletter Editor

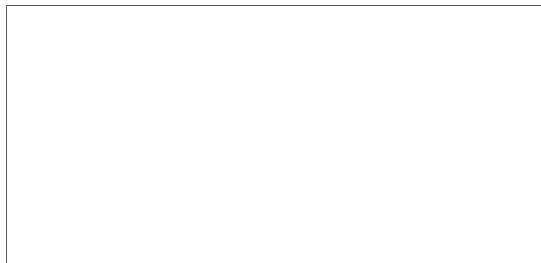
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P R E S E R V I N G
A N D P R O M O T I N G
T H E G A F F R I G

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



Dates to Remember (see page 8 for summary of the 2005 Calendar

TBA	Painting talk (see page 9 for details).
28 th September 2004	General Meeting, East Fremantle Yacht Club, 19:30 hrs.
29 th —31 st October 2004	OGA Rottenest Weekend (see page 2 for details).
29 th October 2004	Newsletter deadline.
7 th November 2004	OGA Picnic/Open Day & 'Try sailing day' at Royal Freshwater Bay Yacht Club.
January 2005	Australia Day Weekend. Date will be decided at next General Meeting.

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

Raft up at Cicerello's
Racing (at E.F.Y.C.?)
Fairy lights parade
Picnic Days. Mosman, Applecross and /or Garden Island
Yacht Club Opening Days
Any more?

