

February 2005
Volume Issue 1

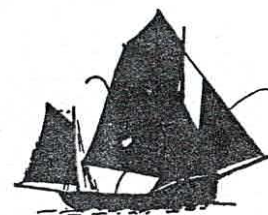
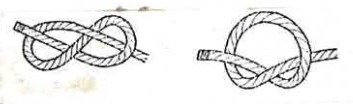
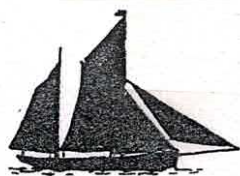


OLD GAFFERS ASSOCIATION

WESTERN AUSTRALIA
INCORPORATED NEWSLETTER

PRESERVING AND PROMOTING GAFF RIG

John & Pauline Dilley aboard their commodious catamaran
'Bird of Esperance' in Mangles Bay January 2005.



Committee Contact Details

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Vice President	Victor Peters	83 Bridgewater Dve Kallaroo 6025	9244 9639
Secretary	Pauline Dilley	19 Keppell Mews R'ingham 6168	9527 5363
Treasurer	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 migglesden@hotmail.com	9386 4128
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EDITORIAL

It has been suggested by some members that the 'Old' in our title should be deleted. I must admit that my first reaction was a favourable one, and that perhaps we should 'update' our image. Upon further reflections I thought – but why? Everything these days has to be slick, fast, upmarket, 'with it', 'cool'. 'Old Gaffers' could not be less any of these things! History is one of my passions in life. We need the anchor of the past to keep a 'steady as she goes' attitude to our way of living.

Wooden boatbuilders of today are faced by an increasingly searching test because, for them, as for all craftsmen, it is true that only personal, individual effort can maintain the level of good craftsmanship. Good craftsmanship has become more and more a matter for the individual conscience, of the personal satisfaction to be derived from doing a sound job. The position now being made more difficult by the fact of our modern way of life, which is continually, demanding more speed. "Time is money"

Of course, good tradesmen have always possessed the ability to accomplish an excellent result within an acceptable time frame. I have worked with some of the best boatbuilders in the country. They produced some absolutely superb work, but speed was not the essence of the job. That was 50 years ago, and the world has changed – in many ways for the better – but we are in great danger of losing even the remnants of the past if we reject all the old ways. Keep the 'Old' in the OGA.

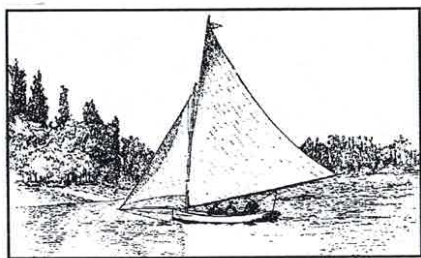
Some 40 years ago the OGA was formed in the U.K. Essentially it was not an old boat preservation society but its grass roots stemmed from a group involved with gaff rig and who began by the saving and restoring of old traditional boats. Thanks largely to the Association's example, the result in the U.K. has been a number of modern yards building gaff rig boats, and private individuals rescuing old wrecks, researching their past, and rebuilding to "fill the horizons with their graceful sails."

As yet we don't have the population in W.A. to support such a metamorphosis but we do have the amateur spirit and 'individual judgment of worth' to foster a similar revival. Our avowed intent of 'Preserving and Promoting Gaff Rig' must be forever in the forefront of our sailing minds.

In addition to members attending the 22nd January meeting it was great to see Fiona, Connel and Bruce Veitch, Stephanie and Chris Hamill, Mr. Vardy ('How Bazaar') and the Stockley family (No.1 daughter sailed back to Fremantle with Jeremy).

Those of you who are avid (?) readers of our little newsletter will detect a change of format in this issue. Co-editor Fiona, computer manipulator extraordinaire had not been involved in its production as she is a very busy lady and has been persuaded to give it a miss. I hope this old fashioned 'cut and past' presentation is at least readable!

CLAREMONT YACHT CLUB CENTENARY REGATTA. 20th March 2005.
DETAILS GIVEN in the CHAIRMAN'S REPORT



**The Albion
Hotel**

PRESIDENT'S REPORT

And here we are, rounding up around the le'ward mark and heading off to windward, beating into the teeth of yet another year, and wondering what it will bring...

The Claremont Yacht Club has written to me, and invited the Old Gaffer's Association to be a part of their 100th year celebrations. The event has been programmed for Sunday, 20th March, and there will be a whole host of activities. The "Duyfken" will be present as well as on-shore displays, festivities, and even a spectacular fireworks display is planned.

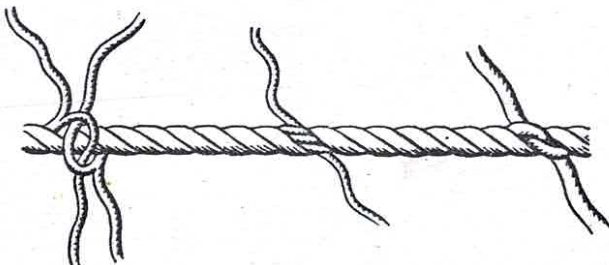
Anyone who wants to race, or take part in any way, please contact me at home on 9339-5785 after 6pm.

Once again the Old Gaffer's Regatta is rolling around. This year it is to be held on Saturday, April 30th at Royal Freshwater Bay Yacht Club. The Regatta Committee has vowed that this will be the biggest and best Regatta yet, so I hope everyone is getting their boats ready for that one! Registration forms will be out in March, so keep it in mind.

I would like to take this opportunity to thank all the contributors to our fantastic newsletter. It is not any easy job to put this paper together, and I believe that you would be hard pressed to find a better newsletter from any organisation, especially one as small as ours. So congratulations to Mike and Mary Igglesden, Fiona Hook, Jack Gardner and all the others who help make this journal such a pleasurable read!

I hope everyone is making the most of this fabulous sailing season. See you out on the water sometime soon!

Chris Bowman - President



A LONG SPLICE.

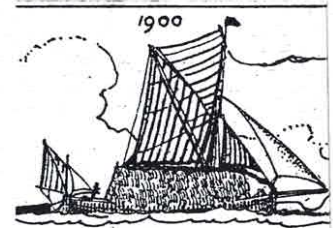
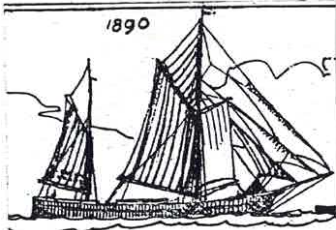
Unlay both ropes a foot for every inch of circumference. Marry the ends. Unlay a strand and follow it by filling its space with the opposite strand on the other rope. Do the same on the opposite side until the position in the second figure is reached. Scrape down all strands by a third and knot together by an overhand knot. Reduce by another third and tuck under nearest standing strand. Reduces strength of rope to 70 per cent.



Brian Axcell's video at the January meeting.

Brian brought a video, made in 1988, of a re-enactment of the method of transport necessary in order to bring goods and services from the Port of Fremantle to Guildford and beyond 100 years ago. "Gumleaf" and 'Delta' acting as the 'barges' were the centre of attraction and brought this little piece of history to life. There were no facilities to show the video at the meeting so arrangements will have to be made to enable interested members to view it at a time and place to be arranged. Hopefully Brian (one of the stars of the show) will give us a running commentary during the viewing.

In addition to this epic, a world shattering event in the shape of a one and a half minute long interview of Mike Igglesden in a last November episode of 'Post Cards W.A.' will be shown. "Not to be missed!!!!!"



JACK GARDINER'S MEMORIES

Unfortunately Jack is unable to give his talk on the 19th February. However, his writings on days gone by continue to flow containing history, practicalities and his own brand of wisdom, which we, as his readers are privileged to share. We are indeed indebted to you, Jack.

Today Jack describes grown frame building, a practice now virtually replaced by using laminated frames.

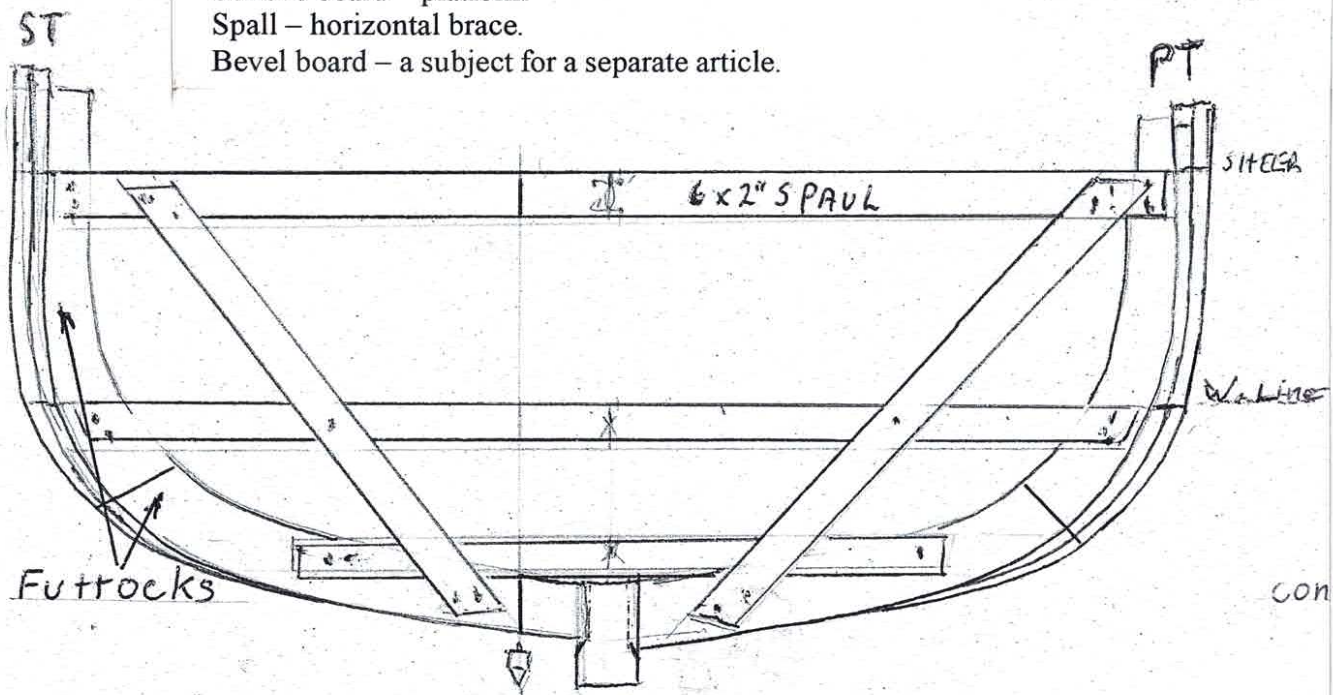
Grown Frame building was the method of building the frames, or ribs, by selecting timber, which had grown to the desired shape or curves when in its natural state.

Some terms explained:-

Scrive board – platform

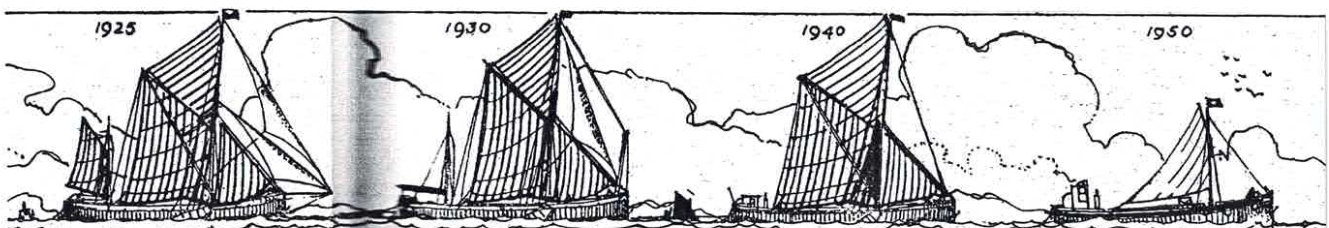
Spall – horizontal brace.

Bevel board – a subject for a separate article.



continued
→

ONE OF THE FORE'D FRAMES READY TO LIFT INTO PLACE



Grown Frame Building

Somebody asked me the other day about grown frame building and I thought there can't be many around who knows how. I don't know how Bill Leonard built the *Endeavour* but I'm pretty sure it was with laminated frames. (Ed. – It was!) Enclosed is a "How To" for small craft up to 100 foot size.

The firm I worked for as an apprentice had both a rack saw and a big bandsaw which had a tilting blade. The amount of tilt could be altered while actually cutting, by turning a wheel about car steering wheel size beside the saw in a steel cage. The sawyer's mate sat in there with the bevel board, and could alter the bevel as the sawyer steered the flitch round the cut. He cut in the race knife mark. The bevels came off the saw not quite to the mark and had to be tidied up with an adze.

For firms who had not got a tilt bandsaw the cut had to be marked for a square cut with an allowance for bevel and the whole bevel cut with an adze. This saw had a big swinging overhead I-bar girder with two sets of chain blocks on runners on both sides of the saw. The flitches were only 4" or so except the stem and stern knees. They were too heavy to hold up by hand and steer round the cut.

The rack saw was a horizontal crosscut. It had a cradle about 30' long under it onto which the timber could be dogged with screw clamps. The saw could be raised and lowered for different thickness of cut. This was used not only for flitching tree branches for frames, but also for cutting planking, spars and anything that needed plain cut.


All the firm's timber was bought in baulk. We used to get teak in roughly squared baulks 30' long and 18" to 20" square. The cradle had extended rails outside the mill so that the derrick crane (a barge's spreet [Ed. The correct pronunciation for sprit when referring to barges] and stump mast) could lift them off the truck onto the cradle. Pitch pine for planking came in sawn square baulks 12" by 12" and random lengths. All this was cut on the rack saw at about 18" a minute. A curved flitch on the cradle could be moved around by cranking the dogs as long as it had one flat side first to lay on, then it could be moved without taking out of the saw.

The firm use to get orders from builders doing reproduction pubs for oak beams, even ones with adze marks on. The first one we took a lot of care to make as flat and smooth as possible. It was sent back because the bloke didn't believe it had been done with an adze. We did the next ones with an axe and then belted them with a short end of chain to put some dents in.

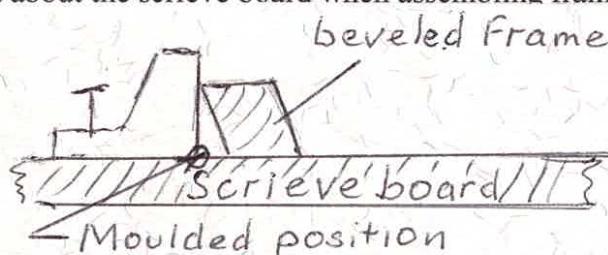
The scrieve board was a heavily made affair of 9" by 3" planks, big enough to assemble a whole frame on. The frames had a heavy 6" by 2" spall at the sheerline, waterline and top of keel, and a couple of diagonal braces if needed. Most of them did, except right forward where they were nearest to straight. The futtocks were pegged together with wooden dowels so you did not hit metal when boring for plank fastenings, a short one in the butt about 3" in each one at the point where the diag's crossed and ¾" oak. We had a special clamp to pull them together endwise, and the rest of ½" to pin them together on the flats. All of which by the way were bored with a brace and bit or an auger.

Up on the rafters of the shed or rather the cross beams there was 3 lines of 6" by 6" timber. One down the middle and the other two one on each side about where the outside edge of the ship would be. These were to hang a block and tackle on to lift the frames into place. It was the youngest apprentice who had the job of going up and shifting them along. While you were up there you carved your name in one of the rafters in the soot from the fires which had melted the lead for the ballast keels. The earliest one I ever found under the soot was early 1800s, so that must have been when the shed was built. It had double uprights with a 3½" gap between so you could slide a short 9" x 3" and wedge it and so rig a stage. There was an upper floor along half of the shed where the ship's joiners worked so they did not have to carry skylights, hatches, stairs, etc down to the ground and then up a ladder but just round a walkway about level with the deck of a ship being built. The slipway under the ship was dismantled while building. The keel was cast alongside the middle line of the ship (17 tons was the biggest we built) and moved over


when all the bolts, etc were in the wood parts of the floors. The keel bolts were cast bronze 1½" thick with shaped tapered heads. The floors which held the nuts inside were cast bronze. They did not use wooden floors across the keel because they wouldn't leave enough room for water and fuel tanks. The

hanging knees were cast  this shape and the blacksmith bent them to pattern in his forge. He would get the bend and bevel nearly right and ask one of us to just take an eighth off here and there to make a perfect fit. We did not ever mind doing it because he would make punches and caulking irons for us. He made all the mast fittings and all the ironwork on the ship which were then heavily galvanized. All the deck fittings were cast bronze, cleats, fairleads and such. When she was ready to launch the slipway was re-built under her and greased with a mixture of tallow and soft soap. The tallow came in square 4 gallon tins with a skull and crossbones embossed on each side. It was coloured green and filled with poison to kill off any rats which ate it. Everybody who saw the *Endeavour* launched remarked how quiet the actual launch was. No rumbling of wheels and rails.

One thing I forgot about the scribe board when assembling frames you have to allow for the bevel.



There were always some square blocks there which were nailed to the board to work off to save any movement. By the way the scribe board itself was painted white with a mixture the painter made up, like white undercoat, and NOBODY walked over the board unless he was working there and then wore rubber soled shoes, and brushed them on the doormat provided. The lines were put in with a soft lead pencil and any errors were painted out. The same for the mould loft but that was black done with blackboard paint and the lines put in with French chalk. It came in discs about 4" across with a section

like this  so you could get a thin line by just rotating the disc as you used it then sharpen it with a coarse file.

Straight lines were always snapped in with a chalk line. This is where the powder from the discs came from. Small measurements transferred from one part of the plans to another were always done with a large pair of wooden dividers with legs about 3' or 4' long. It was more accurate than getting down on your knees and measuring with a rule and longer measurements were done with a pencil mark on a batten. These battens were a triangle section so that a mark was accurately placed. Also so that they were not used for anything else. The mould loft bendy battens were sacred and not allowed out of the loft for any reason. The curves were picked up onto the moulds by a line of clout nails with half the heads cut off. The section of board laid carefully over and trodden on. The nail heads sank into the board and left a line of dents. They usually came up with the board without damage to the mould loft floor. There was a small bandsaw at one end of the mould loft for cutting the pieces to make up the moulds. The reason for the offset line at the bottom of mould was that a plumb bob could be hung from the top spall past the bottom line without having to adjust it to the top of the keel. (this plumb bob weighed about 6 or 7 pounds) The spalls were fastened with ½" coach screws well greased so the tannic acid in the oak frames did not freeze them in. The holes were plugged when they were removed.

Some boats were designed to have their shroud plates bolted to the sides of the frames and if so the bolt holes for them were bored before the next frame was put in. It was a hell of a job fitting the covering board round them and a worse one fitting them through the covering board. All this to get smooth topsides. We always put the bulwark stanchions in after the covering boards were on, usually before the decking was laid. That job was kept as long as possible so that there was more light and it was easier passing timber and things down below.

Invitation to Small Boat Sailors

**A Regatta to show respect to sailors who fought and died in 1942
so that we are free today.**

**The 45th Regatta will be held at
13:00 hrs on Sunday 20th February 2005
at the**

**Nedlands Yacht Club, The Esplanade, Nedlands,
in the presence of Survivors from HMAS Perth,
sunk by enemy action on 1st March 1942.**

For Dinghies, Catamarans & Cruisers up to 10m length

**A 'small-boat sailing event' to help today's sailors show thanks to the
Survivors and respect for their comrades who did not return.**

**Entry Forms are available at your Club or the Nedlands Yacht Club 9386 5496
info@nyc.org.au or by contacting the event organiser, Chris Waldie 9409 7659
waldiec@iinet.net.au**

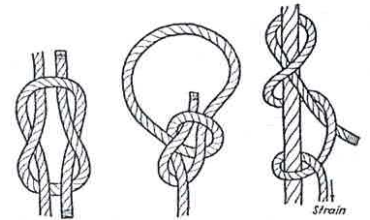
**An event well worthy of our support. Our participation is always
appreciated with trophies awarded for 'Old Gaffers'.**



**In spite of having 'right of way'
'Karina' appears to be living dangerously!
An OGA Regatta sailed out of
Mounts Bay Sailing Club.**



Coota Boat 'HERO'



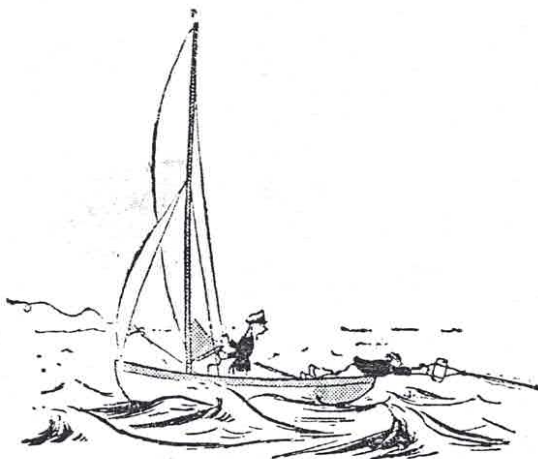
BELIEVE IT OR NOT

"The future of wooden boat construction lies in the hands of amateurs. Long after the last professional boat builder hangs up his adze in disgust, enthusiastic amateurs will be building the boat of their dreams."

'Classic Boat' comment.

FALL – the loose end of a line to be hauled upon. E.g. the fall of a tackle is the line upon which to pull.

AGNONIC LINES – Lines of no magnetic variation. The variation of a compass is different at different places. Where the magnetic meridian coincides with the true meridian the variation is said to be zero and the lines connecting these are called agnonic lines.



"A BRAVE MAN STRUGGLING IN THE STORMS OF FATE"



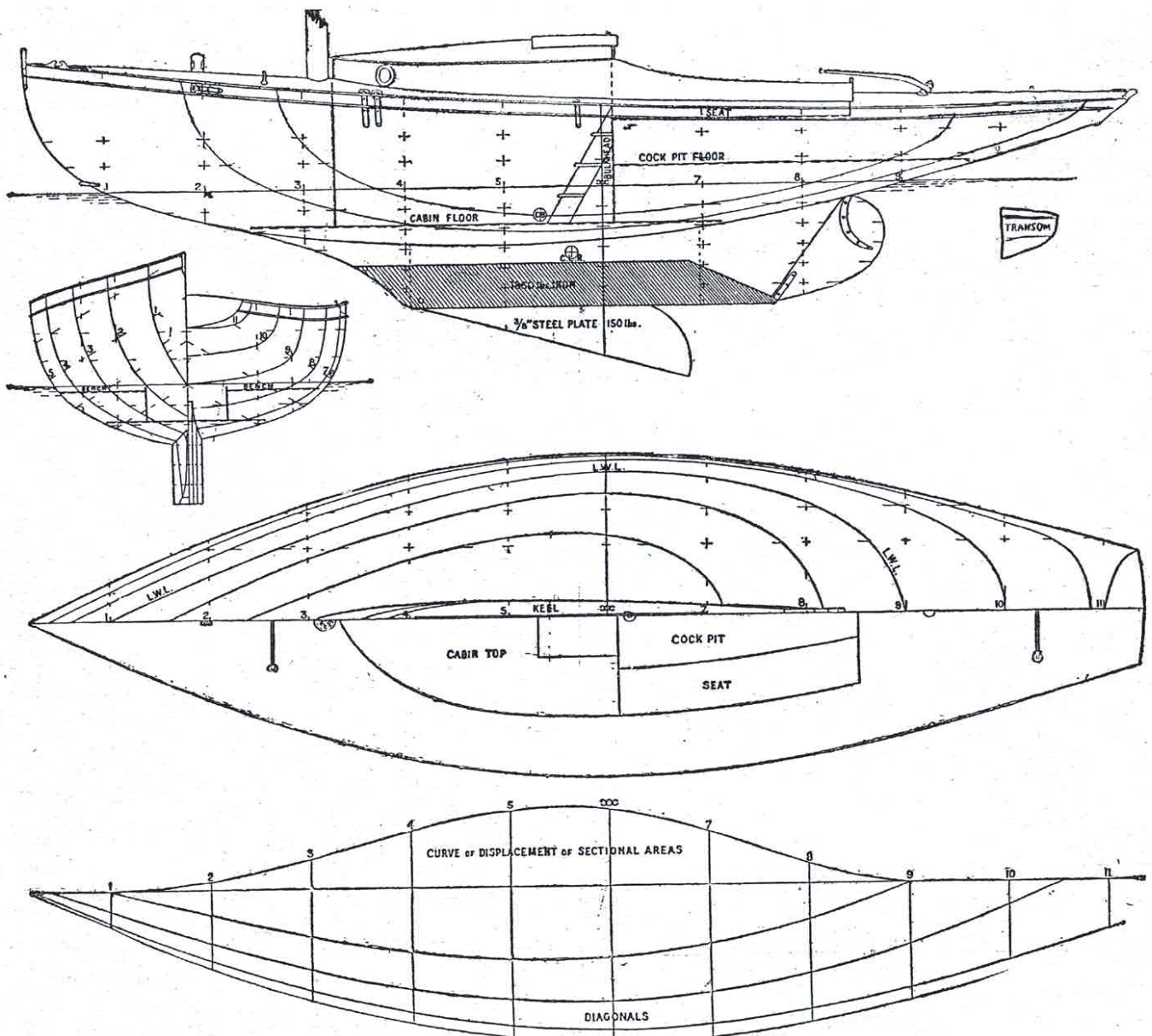
"T'was a fine and a pleasant summer's day
Outta Yarmouth harbour I was faring
As a cabin boy on a sailing lugger
We were off to hunt the shoals o' herrin'"

DESIGNS FROM THE PAST.

This design was drawn for the Dartmouth (UK) Yacht Club in 1889.

To my mind this is a beautiful little gaffer, published in 'Yachting World' in November 1899. She carried 440 sq. ft. of sail, had an 8ft. beam and draught of 4ft. 10ins. with the plate down. The class had been racing for one or two seasons and great hopes were entertained for its future. Looking at the lines plans I would not be surprised if they were quite slippery little boats, if a bit tender. I don't know that our design concepts have really improved much over the ensuing one hundred years.

M.I.



WESTERN ONE-DESIGN CLASS

OLD GAFFERS MEETING held at Mangles Bay on 22nd January 2005 at 6pm.

As there were insufficient members to form a quorum, it was decided to discuss items of interest. Jeremy Stockley chaired the meeting.

PRESENT Jeremy Stockley, Doug and Martine Firth (new or about to be members), Clive Jarman, Michael and Mary Igglesden, Diane and Peter McDermott, Alan Abbott, Brian Axcell, Brian and Eileen Phillips and Geoff Vardey.

APOLOGIES Pauline and John Dilley, Chris Bowman, Bruce and Fiona Veitch, Diana Hewison, Stephanie and Chris, K. Abbott, Bruce Prance and Linda Jennings. (Some lame excuses –Overseas, Weddings etc.)

CONSTITUTION Fiona has a copy if anyone would like one; we must get on to reorganising this as soon as possible. Action – Jeremy and Pauline to look into finding the original copy.

CORRESPONDENCE E-mail regarding HMAS Perth Memorial Regatta on 20th February 2005.

Centenary of Claremont Y.C. on 10th March 2005. Gaffers invited. Brian Phillips asked if any arrangements were made to be able to launch larger boats, as CYC ramp would not be able to be used on the day. Jeremy suggested that each person should make their own arrangements but if he heard anything he would let the members know.

TREASURER Notified the members that there were still three members still owing money in relation to the Rottne weekend. To be sent accounts.

Mike notified that Jack Gardiner was unable to give a talk to the members in February as arranged.

OGA Regatta will be on 30th April 2005.

Brian Axcell has a video, made in 1988 of Old Gaffers (Delta and Gumleaf) re-enacting Transport on the Swan River 100 years before. All OGA members and children were in period costume. Brian has offered it to the Association to view at some time. Mike Igglesden to look at the video and work out best way to present, with the help of a narration by Brian.

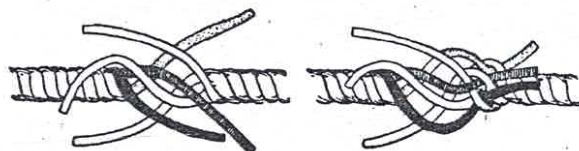
The trophy that is usually presented at the Australia Day weekend 'get together', according to Brian Axcell was originally designed to be donated to the ship/skipper most appropriate to the theme of 'having fun' dressing ship or personnel for the day. It was decided to leave it to the Committee to organise.

NEW NAME FOR NEWSLETTER We are asking for ideas to be sent in as soon as possible, one member notified us that he had sent in about ten ideas.

Two ideas thrown in were Spun Yarns and Gaffer's Gaff (Guff).

Mary Igglesden asked if members preferred the January meeting in the evening, as this year, or for breakfast, as in previous years. It was decided it was better in the evening, and then one was not wasting good sailing time in the morning.

Closed about 7pm. to enjoy our BBQ meal.

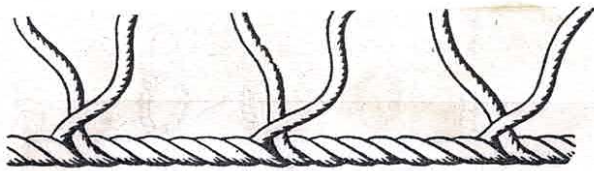


A SHORT SPLICE.

Used for splicing two ropes together which have not got to pass through a block. Reduces strength of rope to 85 per cent.

Clive Jarman sailing home from the Rockingham Weekend.





A resume of the 23rd November Meeting. A complete copy available from Mike or Pauline.

1. Meeting opened at 1945 hours and members were welcomed by President Chris Bowman.
Apologies noted – Wally and Shirley Cook, Karel Abbott, Bruce Veitch and Diana Hewison.
2. Present: Chris Bowman - Chairman, Pauline Dilley – Secretary, John Dilley, Adrian and Mary Edwards, Victor Peters, Linda Jennings, Clive Jarman, Jeremy Stockley – Treasurer, Mike and Mary Igglesden, Alan Abbott, Fiona Hook and Geoff Howard.
3. Minutes of last meeting noted as correct.
Accepted by Clive Jarman, Seconded by Alan Abbott.
4. Business arising.
 - (i) Nominations process – being reviewed by Pauline and Wally.
 - (ii) New pennants – available from Pauline on payment of \$22 to Jeremy.
 - (iii) Constitution Review - members agreed - c/f to March 2005 meeting and make that meeting an extraordinary general meeting for that purpose.
ACTION: - Members to forward comments on Constitution to Jeremy by 1st March 2005.
 - (iv) Life Memberships: Review of process confirmed that we are complying with the Constitution but we could improve it by introducing to the process a formal letter from the President to recipient.

Coming events.

Saturday 30th April 2005 OGA Regatta. Unfortunately this clashes with SPYC and their fleet of H28's, but no other date available. Food will be available, committee will organize it.

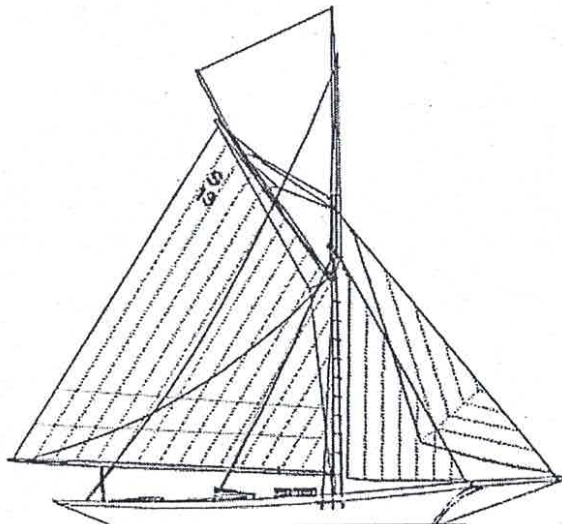
Regatta Committee: - Chris (Chair), Jeremy (Treas.), Fiona (posters), Mike.

Action – Jeremy to contact Diana Hewison & Tom Roberts re being on the Regatta Com.

Action – Adrian to put boat histories into Word format by January.

Action – Committee members to have first meeting in February at Fiona's house, TBA.

6. Treasurer's report. Some members have not renewed their memberships. There are also 3 payments still due from the trip to Rottnest Island.
Bank Balance to date is \$2085.



Aorere first sailed from the Royal St Kilda Yacht Club in Melbourne in 1898. Andrew Mason has undertaken extensive research into the history of the vessel and has restored her to the original design.



Old Gaffers Association
Western Australia Incorporated

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PRESERVING
AND PROMOTING
THE GAFF RIG

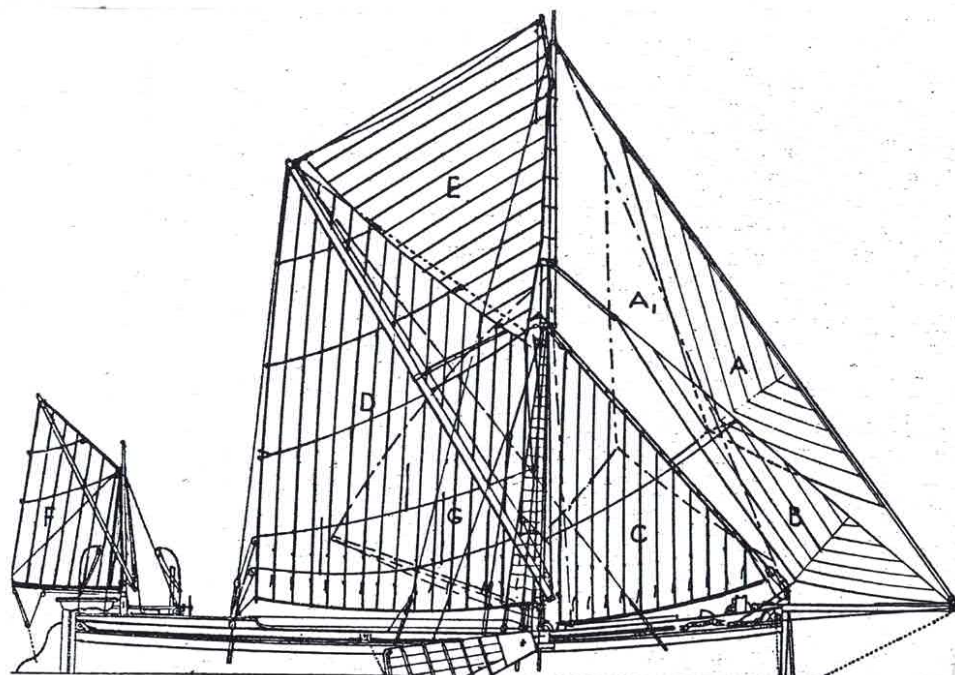
Were on the Web!
www.oldgaffersassociation.org/wes-taussie.html

DATES TO REMEMBER

Sat. 19th February 2005
Sun. 20th February 2005
Tues 1st March 2005
Sun. 20th March 2005
Tues. 22nd March 2005

Sat. 30th April 2005

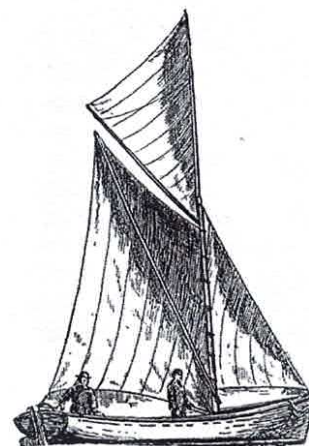
Jack Gardiner's talk cancelled.
HMAS 'Perth' Memorial Regatta
Comments to Jeremy re Constitution Review.
Claremont Yacht Club Centenary Regatta
Extraordinary General Meeting, East Fremantle Yacht Club,
19.30 hrs. Constitution review.
OGA Regatta Royal Freshwater Bay Yacht Club. Details TBA.

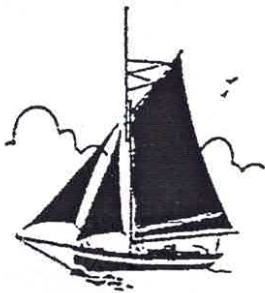


SAIL PLAN, SPRITSAIL BARGE

KEY

- | | |
|---|---------------------|
| A. TOPMAST STAYSAIL | D. MAINSAIL |
| A ₁ . STAYS'L SET UP TO STEMHEAD | E. TOPSAIL |
| B. JIB | F. MIZZEN |
| C. FORESAH | G. BALLOON FORESAIL |





**OLD GAFFERS ASSOCIATION OF
WESTERN AUSTRALIA**

MEMBERSHIP RENEWAL

DUE ON THE 1st APRIL

****TYPE OF MEMBERSHIP****

FAMILY \$30

SINGLE \$25

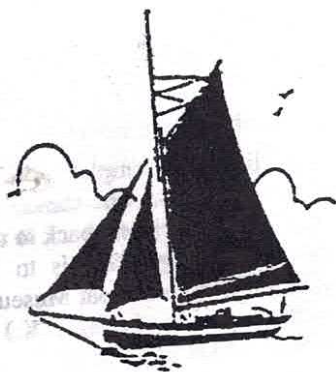
(Please circle correct one)

NAME: _____

All fees payable direct to the Treasurer.
JEREMY STOCKLEY
OLD GAFFERS ASSOCIATION OF W.A.
28 SAUNDERS ST.
SWANBOURNE WA 6010

ENQUIRIES PHONE 93853910

PLEASE NOTE: IF SUBSCRIPTION FEE HAS NOT BEEN RECEIVED BY 30TH JUNE –
YOU WILL BE UNFINANCIAL AND MEMBERSHIP WILL LAPSE.



**OLD GAFFERS ASSOCIATION OF
WESTERN AUSTRALIA**

MEMBERSHIP RENEWAL

DUE ON THE 1st APRIL

****TYPE OF MEMBERSHIP****

FAMILY \$30

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(Please circle correct one)

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