

OLD GAFFERS ASSOCIATION

WESTERN AUSTRALIA
INCORPORATED NEWSLETTER

OGA Regatta—2005

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- Results of the very successful 2005 Regatta including pictures.
- Obituary for Bruce Veitch.
- *Mayflower* adventures down south.
- Newsletter name suggestions.
- AGM notice: 26th July 2005.
- Next issue deadline: 12 August 2005, so get those stories, tales etc. in!
- Thanks to those faithful few who help fill these pages, but we want some new blood writing stories so GET TO IT!

It seems that the Regatta gets better each year. This year was, apart from the grey skies, a wonderfully relaxed day. It started early for me and one of my crew; *Lochen* was rigged and sailing around Preston Point heading for Freshwater Bay by 9:15 am. *Hakuna Matata* was just a head sailing up Blackwall Reach. It was just us in that beautiful part of the river and the day had only just begun. The breeze was light but freshening.

After berthing at Royal Freshwater Bay, and a cup of tea on board I

headed up to help at the OGA Marquee. The morning tasks began slowly with us committee members getting everything ready and then the sailors started arriving. Lots of chat, discussion of handicaps, checking boat details, admiring photographs and strict instructions to return those pennants at the end of the regatta. The lively atmosphere meant that time went quickly and the skippers briefing was on. A little banner



F. Bowman

to begin with and even though the winds were from the south-east the westerly course was selected for the race, much to the bemusement of sea-

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Committee Contact Details

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President's report

Yet another Old Gaffer's Regatta has come and gone, and once again was quite a success. For me the best part about it was meeting up with all the familiar faces, some of whom I hadn't seen since the previous Regatta. It is such a unique and different sort of day, and the best part about it is that all of us in our association have played a part in making it happen. From the first thing on Saturday morning when I wandered down to the fuelling jetty to chat with the contented skippers of *Hakuna Matata* and *Lochen* as they sipped on hot cups of tea, to the last part of the evening when I left the jovial *Mafalda* crew to close down the bar, I at least, had a good time.

There really is a great feeling around the marquee on race day, with Dianna Hewson and Fiona putting together the sailing packs, and Jeremy and Tom Roberts dealing with registrations, and Adrian sorting out the displays, and Jill from the Yacht Club making sure every little detail is covered. Skippers and crews wander in from all of the various yachts, and mix and chat, and there is genuinely a warm and friendly feeling around the place. It is different from a normal race day at any of the yacht clubs, it is different from the Governor's Cup, it is ...well it is just Regatta Day, and we should be proud of it.

The racing is part of it, of course, and it seems that the handicap start is working, because the finishes in all the classes was very tight indeed. In "A" fleet *Merlin* crossed the line just 10 seconds ahead of *Thera* for first place, in "B" fleet four boats fought it out for first, in "C" fleet there were new entries that show that that class can be very close, and in "D" fleet the crew of *Bacchante* was overjoyed to get across the line ahead of *Gelasma*. Beyond all of that, it seems that most boats had a tussle with someone, and that is what is most important, that at the end of the day everyone has fun.

Obviously there is a lot of work that is done behind the scenes to pull off an event like

this, but I have to say that this year's committee Jeremy Stockley, Tom Roberts, Fiona Hook, Dianna Hewson and Adrian Edwards all pulled together to make this year's Regatta as stress free as it could ever get. Our sponsors have also to be thanked for their generosity, because their contributions really help to make everyone a winner.

So thank you once again to: Traditional Marine Services, Yacht Grot, Extreme Sails, Ciccierello's, Hill Sails, the Albion Hotel, and Barbeques Galore from Bunbury. And of course the OGA is once again extremely grateful to Royal Freshwater Bay Yacht Club for providing such a spectacular venue, as well as Commodore John Anderson, Rear Commodore - Sail Alan Fisher, sailing secretary Jill Slawson, Bill Morris and his team in the start box, and Robbie and his crew in the rescue boat, all of whom have given us such enthusiastic

support. Mike Lefroy, I am told, did a fantastic job with his club-side commentary of the action on the water. Last, but not least, I would like to thank David Cornelius for providing his beautiful little launch *Miss Amy* as the "official" committee boat, from which my daughter Faye took this years fabulous photos.

So why do we do it? What is the point of all of this? The answer is maritime heritage. Where else will you see such a collection of our State's sailing history? And what better way for the owners to display all of their hard work in the building, restoration, and maintenance of these fine craft than to put them out there, doing what they do best. And I suppose there is a little bit of fun thrown in, just for good measure. So when you really think about it, the Old Gaffer's Association is doing what it set out to do in the first place, "Preserving and Promoting the Gaff Rig".

So that is it for another year. Enjoy the newsletter. Onwards and upwards!

Chris Bowman
Roulette



F Bowman



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



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MARINE SERVICES**
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Editorial

With Mike away gallivanting in New Zealand, I've been promoted to editor for this edition. As I thought about what I was going to write in this editorial what kept popping into my head was the meaning of the Old Gaffers. Recently I've had the opportunity to experience first hand what a wonderful community this group is.

Apart from sharing a passion for beautiful sailing craft both new and old the Old Gaffers provided Bruce, Conall and I with some amazing friends. I wouldn't have been able to care for both Bruce, Conall and look after *Lochen* without the help from the Gaffers. But more importantly the memories of times we spent in the last few years on Rottenest, at Mangles Bay and Royal Freshwater Bay will be treasured by me and Conall will hear all about them. The efforts of our friends to make sure we got to Geordie Bay in Octo-

ber 2004 were admirable and Bruce with true spirit rose to the challenge of Motor Neuron Disease and squeezed life out of every day.

Circumstances, such as being It was my aim in this years Regatta to at least finish the race in Bruce's memory. To be awarded the Spirit of the Regatta prize was surprising and humbling. Just a shame I wasn't there to accept the it, although John Dilley one of my trusty crew would have done a fine job in accepting on my behalf.

So I would like to thank all of those who have crossed out path in the last 12 months and for your support. And I can assure you that Conall and I will and have begun enjoying boating again.

Fiona Hook
Lochen



OGA Regatta Continued

(Continued from page 1)

soned racers—quirky but that's the OGA.

We headed off early as our handicap was quite high. It was a wonderful sight, as we reached back and forth, with all the boats heading out and hoisting sail. Quickly enough the fleet of 32 was assembled and the handicap numbers started falling. The breeze had settled into a light and often frustrating south-easterly. We had a lovely sail, lots of chats, time spent admiring the other yachts as they cruised past and we actually finished—last but at least we did.

Owing to other commitments we had to return *Lochen* to her pen in North Fremantle that evening and missed the prize giving. The view across the river during the motor back in the drizzling rain at dusk was breathtaking. Mind you reversing my little yacht in the dark into her pen did cause some consternation at the end of a very long day.

To top the day off, as I was sitting at home that evening with a glass of wine, John and Pauline Dilley popped in with a

Trophy and a bottle of Rum! Ah those Old Gaffers have done it again. I didn't need much rocking to go to sleep that night.

The results of the regatta are all on page 4 so you can check your results. But in summary *Thera* was the fastest gaffer on the Swan. B fleet fastest was *Marie*, C Fleet was *Matilda* and D Fleet was *Gelasma*. The Doug Rickman trophy was awarded to *Seawind*. The Spirit of the Regatta was awarded to *Lochen*.

Hopefully next years Regatta will be just as enjoyable. I hope to see you there.

Fiona Hook *Lochen*



F Bowman

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



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

Regatta 2005 Results

<u>Fleet</u>	<u>Boat No</u>	<u>Boat Name</u>	<u>Skipper</u>	<u>Finishing Time</u>	<u>Trophy</u>
A	RF444	Merlin	Geoff Ogden	16:38:33	1st Handicap
A	R11	Thera	Bill Steele	16:38:43	Fastest
A	RF2	Madelaine	Shann Evans	16:41:32	2nd Handicap
A	RF19	Eclipse	John Leggo	16:44:51	3rd Handicap
A	RF188	Swift	J Baxter	16:46:35	
A	RF26	Kasey	Julian Walter	16:47:37	
A	RF18	Roulette	Chris Bowman	16:48:52	
A	RF197	Shannon	M Lanyon	16:51:46	
A	RF25	Weeroona	B Evans	16:56:15	



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

B	R114	Hebe	R Chick	15:49:29	1st Handicap
B	SP1922	Marie	Andrew Hartley	15:50:44	Fastest
B	CR338	Hughies Girl	B Phillips	15:51:34	2nd Handicap
B	RF3	Genevieve	Rory Argyle	15:52:52	3rd Handicap
B	BX103	Rana	M Beck	16:01:18	
B	F	Fellowship	D Taylor	16:06:38	
B	AK947	Mafalda	R Bennett	16:10:11	
B	OGA20	Hakuna Matata	J Stockley	16:12:50	
B	CB00	Wyndham	T Roberts	16:13:24	
B	PFS34	Sunbeam	B Prance	16:14:08	
B	OGA68	Lochen	F Hook	16:15:21	Spirit of Regatta

C	50	Leaf	Geoff Totterdell	15:03:35	1st Handicap
C	WWW	Matthew Flinders	W Wright	15:16:38	
C	OGA10	Matilda Bay	Gerry McGann	15:21:42	Fastest
C	R	Koh-I-Noor	D Miller	15:29:26	
C	103	Sea Wind	D Bartlett	15:31:55	Doug Rickman

D	XXX	Flamingo	M Field	DNF	
D	RF1519	Bacchante	David Stowell	16:34:18	1st Handicap
D	RF71	Gelasma	N Prosser	16:36:17	Fastest
D	DKA116	Solent	John Moncrief	16:37:29	
D	RF37	Carmonique	Brett Herron	16:38:38	
D	DKA55	Gustel XI	Andrew Johnson	16:46:05	
D	D	Suzanne	S Dawkins	16:56:54	



Yacht Grot
NEW AND USED CHANDLERY BOUGHT AND SOLD

Regatta 2005 Photos



All photographs on this page taken by F Bowman



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

The OGA have over 200 digital photographs of the recent regatta. A selection are included in the newsletter.

A copy of these are available on a CD for \$10.00. Please contact Chris Bowman 9336 6667 (W) or 9339 5785 (H) for details.



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Life Member Jack Gardiner's memoirs

GROWN FRAME CONSTRUCTION continued from the last (Feb. 2005) newsletter.

The bulwark stanchions were put in as shown.

Notice the little quirk. This was so a thread of oakum or cotton could be caulked in to save taking off the wash strake above it. The other three sides could be caulked as usual (but not easily). The wash strake had a cove line cut in which on the best yachts was gold leafed. So was the name on the stern. No yacht EVER had her name on the bow. The big steam yachts pre-war all had teak panels on the inside of the bulwarks. In fact every thing from the top of the deck beams up was teak, including the paneled deckhouses, wheelhouse and bridge, and the whole lot varnished except the deck planking. There was a box built in against the bulwark at the gangway where the crew kept their shore-going shoes. They could sit on the box to do it and the rubber deck shoes were always worn on board.

The last job before a ship was handed over was to plane the deck off. It was an all hands job, kneeling down with a jackplane. The deck was then payed up with marine glue and next morning the seams were scraped and that was it. Everyone had a sore back and knees and the whole thing started from scratch again. Laying off the next one in the mould loft.

ANOTHER NOTE FROM JACK

I found a interesting design in the library, of a boat which was obviously designed to carry a lot of weight with the barn door transom with the two horn davits and the windlass amidships it looks as though she was built to handle a fairly heavy anchor, perhaps for kedging? As an example: - men average 16 to the ton, probably more in those days and she did her voyage with 17 men aboard.

Believe it or not

BARBECUE the word is from the Spanish "barbooka". The connection with maritime usage is that, in the early days of piracy in the Pacific and the Caribbean, these privateers became known as "buccaneers" from the French boucan or grill, the cooking of dried meat over an open fire. Thus, the innocent and enjoyable pastime of having a barbecue in one's own backyard owes its origin to

She had no stern knee and the sternpost is nearly 12 inches (300mm) wide and fixed to the deadwood with a vertical scarph. I am surprised the scarph did not carry right down the keel as well, Viking style. The transom was 2 inches thick (50mm).

The bow was unusual for a navy boat. In those days the small craft had a vertical stem with small round down at the forefoot and the whole bow was much fuller in fact half round like a half apple.

The sterns also tended to have a full tuck with a small wineglass shaped transom, which in effect made them nearly double ended.

The full tuck meant that the garboard and one or two (or more) planks had their hood ends on the sternpost, not the transom and the deadwood was very small or non-existent.

The draughtsman had drawn out the station spacing fore and aft. I don't know why. He had left the stem construction to the builder so that he could use the compass timber he had available for the stem and apron and shift the scarphs accordingly.

She was supposed to be leak proof, which rules out carvel construction, and to be strong, for handling anchors? Which rules out clinker and with that shaped stern had to be double diagonal as it would be nearly impossible to build a deep tuck stern that size in clinker and besides would lose a lot of buoyancy. Double diagonal planking was coming in for navy small craft by Nelson's time and the lines of this boat are obviously for double diagonal although there's no note to that effect and also no note as to frame spacing (if any). Double diagonal was a lot stronger but had the disadvantage of being much harder to repair.



F Bowman

the bloody history of piracy on the Spanish Main.

AHOY! the standard hailing cry of the sailor to attract attention. From the interjection a + hoy, a small coasting vessel sometimes called a sloop or a smack.

*The Albion
Hotel*



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



Minutes of OGA General Meeting—22nd March 2005

Meeting commenced at 1945hrs.

Members welcomed by Vice President Victor Peters.

Apologies - Karel Abbott and Geoff Howard.

Present

Victor Peters, Jeremy Stockley, Pauline and John Dilley, Mike and Mary Igglesden, Adrian and Mary Edwards, Clive Jarman, Linda Jennings, Fiona Hook, Chris Bowman, Peter and Diane McDermott, Douglas Firth, Diana Hewison, Tom Roberts, Brian Phillips.

Minutes of Last meeting

Accepted by Peter McDermott, Seconded by Clive Jarman

Business Arising

1. Review of Constitution – progress report given by Jeremy: Constitution is registered with the Consumer Protection Agency, which has a record of the 1993 version only. The 2000 draft circulated to and approved by members was not lodged with the CPA. The 2000 draft is an improvement but still needs a few minor adjustments to bring into line with current practices. Discussion took place and it was proposed that the membership is small enough not to require the Executive to be vested with management of the Association as proposed in the new constitution. No clear view was forthcoming and it was agreed that the entire draft constitution should be distributed to all members for comment and further discussion.

2. Regatta – reports from Regatta Committee members Chris and Jeremy; planning is in progress and proceeding well. Regatta date is Saturday 30 April 2005. Posters are prepared, there will be live music. Jeremy reported from Geoff Vardy, Barbecues Galore, Bunbury, that donated prizes not distributed on Australia Day will be available for the Regatta. Adrian agreed to be shore volunteer on the day, to deal with enquiries. Meals should be available.

3. Pennants – still available from Pauline; \$22.00 each.

4. Cloth badges - still available from Pauline; \$10.00 each. It was suggested and agreed that badges be made available to new members when they join.

5. Nomination forms – draft prepared, final draft to be distributed in the May newsletter. Process requires that completed forms be returned to Pauline 14 days prior to AGM; ie by 12 July 2005.

6. Membership dues – due this month, can be paid to Jeremy after meeting. Prices remain the same - Single \$25, Family \$30.

7. A welcome was extended to new members Douglas Firth and Barry Glazier.

Correspondence

In

1. Invitation from Claremont Yacht Club to their Centenary celebrations and to race in their

“Commodore’s Cup” Race on 20 March 2005.

Brian reported – it was a great day, well-organised, good weather, great atmosphere, very welcoming, food, live music, dancing, fireworks. Four OGA boats were present; Wally Cook with ‘Karina’, Clive Jarman and Linda Jennings with ‘Merry Rose’, Mike Igglesden with ‘Oriel’ and Brian Phillips with ‘Huey’s Girl’. ‘Merry Rose’ and ‘Huey’s Girl’ entered the race and ‘Huey’s Girl’ won the division on handicap. Other members who attended were John and Pauline Dilley, (sailed with ‘Merry Rose’), Peter and Diane McDermott, (sailed with ‘Karina’) and Alan Abbott (sailed with ‘Karina’).

Application for membership, no contact details provided. Brian knows applicant and will provide details.

Out – nil.

Treasurer’s Report

Expenses – nil;

Income – subscriptions, final payments, with a small surplus, for the Rottnest Island weekend. It was suggested and agreed that Nigel Legge be refunded the surplus as he had paid but was unable to attend. Balance - \$2678.19

Newsletter

Naming – list of members suggestions distributed. List of selected names will be published in May Newsletter. All members present at AGM will make final vote. Articles – all members are urged to provide articles about their boating activities, in order to keep the newsletter of interest and use to local members. Closing date for next newsletter is 1 May 2005

New Business

i) AGM—In view of the misunderstandings of last year it was discussed and agreed that:

venue to remain the same no food arrangements would be made an invitation will be printed in the next newsletter purchase own drinks at the bar ask for separate room to be set up with water and tea/coffee.

ii) Linda suggested a quieter area for regular meetings, as the current bar area gets too noisy for a large group to be able to hear all business. All agreed.

iii) A toast to the late Bruce Veitch—John proposed a toast to our special, valued member Bruce, who died recently of motor neurone disease. He is already greatly missed. Members agreed that Fiona and Conall can call on us for support. Bruce would have been highly amused by the fact that by the time we made the toast, most of our glasses were empty!

Next meeting

Tuesday 24 May 2005, at EFYC, 1930hrs.



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



Our Bruce

One of my lasting impressions of Bruce was when I was given the old 'heave ho' in Geordie Bay, Rottneest. Some readers of this newsletter may recall the incident. I had been floundering, half in, half out, on the stern deck of *Oriel* in a somewhat awkward, if not perilous position. It was pitch dark and my foolish attempt to board the leaping boat had resulted in this situation. Some time was spent pondering my self-inflicted plight when a pair of strong hands gripped my legs and the heave ho was enacted, slithering me headfirst into the boat's cockpit. Those strong hands belonged to Bruce.

Bruce, within a very short time, no longer possessed that pair of strong hands. Retained was an indomitable spirit and sense of humour the disease could not obliterate. Twelve months later, confined to a wheelchair, he was back on our 'Rottneest weekend', having sailed over on *Spirit of Esperance*, since, being a catamaran, she was a more stable platform for the crossing than *Lochen* could offer.

Bruce also managed to get out on the water through the 'Sailability' programme and earlier on, in his and Fiona's beautiful *Lochen*.

Aboriginal Elders from the Pilbara and the South-West, family, friends and colleagues from Canberra, Victoria, South Australia, Queensland and New South Wales attended a very moving funeral service conducted by a Unitarian Minister.



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



F Hook

There were many emotional eulogies, all outlining the character of a truly beautiful human being.

The mourners were then asked to each place a seashell on the casket. This was, to me, a thought provoking symbolic gesture relating to Bruce's affinity to the natural world.

And Fiona. What an incredible lady. All the old Gaffers earnestly hope she and Conall will eventually return to playing boats.

Mike Igglesden *Oriel*.



Notice -

Annual General Meeting
Tuesday 26th July 2005
East Fremantle Sailing Club, 7:30 pm

BBQ Galore
Bunbury



Going South

A tale of a dream which did not come true but which was nevertheless a great success.

Recently I was feeling at a loose end, hanging about on Honorary Gaffer *Spirit of Esperance*, no real plans for the day and feeling just plain unsettled, when a poem came to mind, which used to make our children laugh.

Everyone grumbled, the sky was grey, we were nearing the end of a dismal day,

And there seemed to be nothing beyond, THEN....

I found my little *Mayflower* log book and opened it to the first page and read:

Dear Diary, 1/10/1999, our first sleepover on *Mayflower*, and as I read I became really energised and excited – the trips we had had in *Mayflower*, all recorded there for posterity, to be brought out like old photos, to be enjoyed again and again. I was impressed!

I came to the entry “Going South” and was reminded that while having a recent coffee with Diana Hewison, she had suggested that the account should go into our newsletter...

Our plan was to try to sail to Busselton. In January? Hello? What planet were we on? Anyway we set off on Saturday, 10 Jan 2004 from our mooring in Mangles Bay, Captain Dilley and First Mate, making an epic 3 hour passage around the mighty Point Peron to spend our first night on a mooring in Safety Bay, just a few minutes walk from home! We rowed ashore, collected John's car from a nearby friend and drove to a pre-arranged barbecue. After a pleasant evening we had the pleasure of rowing back out to *Mayflower* by starlight.

Next morning, Sunday 11/1/04 I started with an 0600 hrs swim ashore and a cold shower under the beach shower then we set off for Mandurah, leaving at 0715 and arriving at 0915 hrs.

The day was forecast hot and it did just that,

eventually reaching 40 deg C by the time we had tied up at the wharf in front of Mandurah Performing Arts Centre. Life quickly became unbearable as the jarrah timbers soaked up the sun and the only breeze was in our imagination. The heat could not entice me to savour the somewhat murky waters of the harbour but the Captain solved the problem, as great captains do, by finding an excellent nearby waterhole, the MPAC Brasserie; cold drinks, great food and live music – we settled in! On retiring, the good Captain was thoughtful enough of his crew's comfort to install a small electric fan, just enough to move the air around and somehow we survived the heat (and noise) of a Mandurah Sunday night.

Monday 12/1/04 – had an early walk ashore, looking for non-existent public showers, collected some ice and departed at 0800 for Dawesville. What fun! There was an early sea breeze and we sailed due West till 0945. For a journey that takes 10 minutes by road, it took us 4 hours with multiple tacks and reckonings.

This is something that our land-based neighbours cannot come to terms with, but we Gaffers know all the rigours and excitement that go with such a trip. So little wind yesterday

and so much today! It was a great relief to enter the Dawesville Channel and enjoy a pleasant, sheltered sail into the marina, admiring the fine houses and bridge as we went. The marina provided showers and lunch and then we enjoyed a much needed siesta and read of the papers. Later on we took a walk along the banks of The Cut, chatting to eager fishermen of various nationalities, realising that there was quite a culture just there. All the exercise and fresh air meant that all we could cope with was a drink in The Jolly Frog, a light supper and an early night, all the while wondering what the next day's forecast would be for the intended trip to Bunbury.

Tuesday 13/1/04 0600 hrs – there is a strong SW wind warning, 25-30 knots, and we reluctantly decide to abandon the plan for Bunbury, just too hard for this time of year. Pity there isn't a nice little harbour at Preston Beach. Perhaps we'll try later on in the year. Little did

(Continued on page 10)



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



(Continued from page 9)

we know what February had planned for us. In the meantime we are having a great time anyway. We decided to head North and I'm sure you can believe that the wind came from the NE for the commencement of our passage! We endured, arriving in the marina of Mandurah Off-shore Fishing and Sailing Club in time to discover that they were closed for evening meals. However there was still plenty of day left, and we are always well victualled, so we secured *Mayflower* to the collector jetty, loaded up the dinghy with food and drink, books, chairs, swimmers and sun-screen and set off for a lazy session at the beach at Halls Head. Easier said than done, given the local traffic in the entrance channel, but we don't give up easily on this business of leisure. We made it through yachts, power boats and dolphins and achieved our landfall. By this time we were seriously having fun and not in any mood to rush home. We had a laugh recalling how we nearly crunched the dinghy as we reversed out of our pen in the Dawesville marina. After a careful briefing on how we would depart, we managed to forget to watch the dinghy and it got caught between hull and a nasty post which marina planners put there for the sole purpose of causing chaos. Really it should have just caved in under the pressure from two such solid objects, but just as the crucial moment arrived it daintily flipped up on its side and slid between the two points and righted itself. Phew!

Back at MOFSC we enjoyed a beer and watched the various boat activities of the marina, ate a simple supper again and were in our bunks by 2000. And the wind had turned SW and strong for the remainder of the day, so our decision to head North had been right even if had not been what we wanted.

Wednesday 14/1/04 0600 hrs, we woke to the sounds of serious industry and realised

that the marina is still very much under construction. After a shower, walk and breakfast, we met the crew of *Catalpa*, a large monohull, who had sailed from Fremantle the previous day. They said it had been a long hard day, so

once again we felt we felt justified in our decision. We departed Mandurah at 0800, on a totally reliable, utterly predictable Easterly at 5-10 knots. In view of the fact that we were not in a hurry, even reluctant to finish our trip, but were making good time, we decided to spend a few hours at The Sisters, one of the rocky outcrops on the Murray Reef in Warnbro Sound. The sun was warm, the breeze still Easterly and it was only 1100 hrs, time for a swim and snorkel before lunch.

We had the place to ourselves so no need to get the swimmers wet, in we went wearing just snorkel mask and fins, having decided to get out when the boat swung with the sea breeze. It was one of the magic windows in time when all the conditions were just right, and we enjoyed a good hour of snorkelling, so many varieties of fish, weed and coral to admire. The time passed happily. When I got out I decided to have a freshwater shower from the solar shower bag up on deck. Thinking myself rather clever, I hoisted the bag on the main halyard and got stuck into the lovely warm fresh water. What I hadn't factored into the plan was that as the water level in the bag went down, so the weight of the bag decreased, as the sea breeze strengthened. Suddenly the bag was whipped away, horizontal and out of my reach, draining that lovely water into the sea! No worries I thought, I'll lower the bag, but no, it just streamed out further. Then a few furies got to work and somehow the bag and halyard ended up entangled with stays and running rigging. By now the air as well as sea and sky were blue! Fortunately the Captain came aboard and sorted it all out for me, and anyway we had nothing to hurry for. We ended up giggling about what it would all have looked like if another boat had come by!

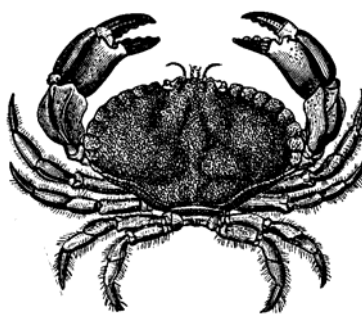
(Continued on page 11)



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

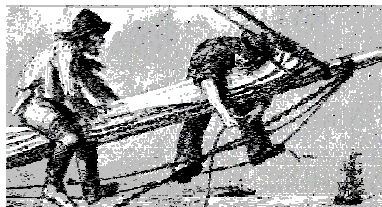


F Hook



We had our lunch and then a pleasant run home past Penguin Island and Point Peron and into Cockburn Sound, finishing with the usual brisk beat into the sea breeze to gain our mooring in Mangles Bay. We hadn't achieved our original goal, but we had had a great trip, felt like we had had a holiday and we were pleased with the way the good ship *Mayflower* had performed for us. When we described our trip to our landlubber neighbours, their response was "5 days to get to Dawesville? It only takes 40 minutes to drive there!" But they have no conception of the fun and dramas we had had along the way, or the sense of achievement we were enjoying.

Later that evening as we resumed our seats in front of the TV, John complained there was something wrong with his chair, it was really uncomfortable. I had to agree that mine was also not as comfortable as usual. Then it occurred to us what the real problem was – sunburn a la derriere – all that snor-



kelling in the noon day sun, exposing skin which doesn't usually get a tan. Ah well, we'll just have to do it more often and toughen it up!

By the way, that poem –

Then – Daddy fell into the pond!

And everyone's face grew merry and bright and Timothy danced with sheer delight.

The ducks all quacked as if they were daft and I'm certain I heard the old drake laugh.

The gardener suddenly slapped his knee and doubled up, shaking silently.

Oh there wasn't a thing that didn't respond,

When Daddy fell into the pond.

By the way, yes February held a big surprise for us. That was when we discovered *Spirit of Esperance* and began a new chapter of discovery and fun.

The moral of this tale? Keep a record of your activities, rediscover the fun you had and be inspired to get out there again... and again...

Pauline Dilley *Spirit of Esperance*



Newsletter Names

Here is a short list of possible names for the news letter. The final name will be selected at the upcoming AGM in July.

Baggywrinkles

Gaff Guff

Gaffer Tidings

Gaffers Gam

Gaffers Log

Hove To

Seabreeze

Signal Halyard

Soundings

The Halyard



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

*I know you'd have me wed a farmer
And not give me my heart's delight.
Mine's the lad whose tarry trousers,
Shine to me like diamonds bright*

Wooden Boat Register

Victor Peters has sent this information in about a Australian and New Zealand boat register—www.boatregister.net.

According to the web page, the aim of the register is to record the history, details, references and existent material of all significant Australian and New Zealand ships and boats to: **A.** record the maritime history of the region and further maritime research in Australia and New Zealand; **B.** provide an incentive for people to restore and preserve their historic boat and to recognise their efforts; **C.** record the achievements of Australian and New Zealand ship and boat builders and designers; **D.** provide a resource for persons undertaking genealogy connected with the maritime history of Australia and New Zealand; **E.** determine the identity of vessels in photographs and artworks that are not currently identified; and **F.** provide a resource for wreck archaeologists and divers.





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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

Dates to Remember

24 th May 2005	General Meeting, EFYC 7:30 pm.
26 th July 2005	Annual General Meeting, EFYC 7:30 pm.
October 2005	OGA Rottenest Weekend (contact Pauline Dilley for details).
January 2006	OGA Australia Day Weekend
April 2006	OGA regatta

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

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

Fairy lights parade

Picnic Days. Mosman, Applecross and /or Garden Island

Yacht Club Opening Days

Any more?

