

OLD GAFFERS ASSOCIATION

WESTERN AUSTRALIA
INCORPORATED NEWSLETTER

PRESERVING AND PROMOTING THE GAFF RIG

Karma's Voyage to Calmer Waters

Having purchased *Karma* (previously named *Double Plugger*) early in May 2005, we decided that she had to be shifted from a mooring at Safety Bay to a less exposed position for the winter. Blackwall Reach was chosen and after a few minor maintenance and alteration jobs, we then studied the weather charts and the availability of a pilot with skill and local knowledge.

Met forecast 4.30 pm Tuesday May 24—for Wed. 25: NE winds 18/23 knots easing to 13/18 in the afternoon. Seas to 1.6m offshore in the morning, easing to 1.2m in the afternoon. Swell to 2.0m.

Wed. 25 May seemed the day to go.

0645 We arrived Safety Bay and transferred equipment plus Karel, Wally and Alan by dinghy to *Karma*. Stowed gear. Unlashed main and hanked on jib. Started engine.

At 0720 slipped mooring under sail and once clear of the sandbanks stopped engine and set course for Passage Rock which we rounded to the south at about 0750 and picked up the leading marks' course through the reef and when clear set a new course for Garden Island

on a broad reach. Strong Easterly.

0910—Abreast southern end of Garden Island and beginning to experience extremely violent seas and winds gusting to an estimated 30

knots. i standing up very well and extremely dry under the circumstances. Wally had suggested from the outset that to round Garden Island to the West was the way to go. The heavy weather, however, led to a unanimous vote to head through the causeway. As this would mean heading directly into the Easterly the engine was started, we altered course and the flogging jib immediately discarded its sheets! After a few minutes Wally suggested it would be prudent to turn back towards Garden Island and approach the lee shore as close as possible and in the

calmer seas tie down the lowered jib and lower the main (no reefing points as yet). This accomplished, we once again altered course and headed for the causeway. As it looked as if we would now be motoring for the remainder of the voyage we adopted the plan to head into Woodman Point harbour, have a cuppa, refuel, re-rig the jib and resume.

1530—Entered Woodman Point harbour.

(Continued on page 3)



F Hook

Inside this issue:

President's report	2
Jack G. remembers	4-5
Lark in Walpole	6
Up coming events	8
Believe it or not ...	9
Minutes of the AGM	10
Dates to Remember	12

Special points of interest:

- New OGA boat Karma's arrival on the Swan
- Minutes of the AGM
- Lark adventure in Walpole
- More of Jack Gardiner's stories
- New up coming events—JAM racing, wooden boat invitation race and of course the social sail to Rottnest
- NEXT NEWSLETTER DEADLINE: 29th October 2005.

Committee Contact Details

President	Jeremy Stockley	28 Saunders St Swanbourne 6010	9385 3910
Vice President	Geoff Howard	82 Lymburmer Dve Hillarys 6025	
Secretary	Pauline Dilley	19 Keppell Mews R'ingham 6168	9527 5363
Treasurer	TBA		
Boat Rego	Geoff Howard	82 Lymburmer Dve Hillarys 6025	
Newsletter	Mike Igglesden	4 Crawley Ave Crawley 6009	9386 4128
		migglesden@hotmail.com	
	Fiona Hook	13 Bennewith St Hilton WA 6163	9337 4671
		fiona@archae-aus.com.au	



Presidents Report

Well this is it ... my last report as President of the Old Gaffer's Association. I feel that our organisation has really started to move ahead, and with Jeremy Stockley as our new President I know we are in good hands. There are new faces and a new found energy within our Association, and it is good to see. Our social calendar is looking busier than it has in years, and for the first time in several summers there is racing again. With the October weekend at Rottnest and the Australia Day Weekend both well attended, there are plenty of activities for all to be involved in.

Wooden Boat Invitational Race, which has been scheduled for January 14th. These dates along with our own Regatta in April should give everyone plenty of chance to get out on the water.

So anyhow, that is it. My watch has come to a close, and Jeremy can now take over the helm. I have enjoyed my stint. All is well; there is a fair breeze, and now we should just set a course and go...

Chris Bowman



F Hook



V Bowman

The summer sailing schedule sounds very exciting. With new member Mike Beck's enthusiastic work we now have four dates of racing at East Fremantle Yacht Club, where our fleet will be racing amongst the East Freo "Jam" (jib and main) fleet. Another exciting development has been the South of Perth Yacht Club's

"First rise after low
Portends a stronger
blow"



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Editorial

On our recent New Zealand holiday Mary and I saw few boats actually sailing. Possibly even the Kiwis feel the cold in May! Of course the universal language of sailing folk immediately breaks down any barriers, but offers to take us for a sail had to reluctantly be refused due to the time factor. Especially galling was on a recently restored 45 foot schooner, because our plane left for New South Wales on the next day.

Port Macquarie has an enthusiastic band of volunteers, rebuilding and restoring old wooden boats ranging from a 35 foot ex navy workboat to three or four sailing craft of various descriptions. They have the universal problems of finance and - probably more dauntingly - finding a good home for the completed boats.

Some wooden boats, which have found a good home, are on display in the National Maritime Museum in Sydney, one of which is *Thistle* a 1903 Couta Boat which looked immaculate as you can see in the photo on page....., I hope she gets to be sailed every now and again. What a place!

Photo here and page number just above.

We were very fortunate to meet up with Ian Smith. He is a boat builder/sailor of 18-foot wooden skiffs. He is very keen to rekindle the

Karma waters continued

(Continued from page 1)

Streamed off a jetty pile, carried out aforementioned necessities.

1610—Departed Woodman Point under engine and jib for Fremantle. Winds had moderated by now to 15 knots NE.

1810—Passed through Fremantle Heads. Dark by now and had to not only find the mooring for the first time but to navigate the river on a very fast ebb dodging the many small anchored craft, the crews of which were feverishly prawning.

1920—Picked up mooring with the aid of the shore party consisting of Nicola and Steven (daughter and son-in-law) and home to a hot meal and a shower.

That's it, folks! Our first real test of *Karma*. She proved to be an excellent seaboat. Remarkably comfortable in the very heavy weather. Since then it's been noses to the grindstone at home and on board and one of the mysteries to investigate, whatever happened to the mast-head nav

flame of 18-foot skiff sailing on an interstate basis. He most certainly builds a beautiful boat. There are now seven in Sydney at the Sydney Flying Squadron 18' Skiff Club. I wished him luck with his dream but I believe the old bogey, money, could be a problem in the West. With their gaff rigs and their impossible sail areas they make an incredible sight.

I came across an observation in the Autumn 2005 edition of the Jaguar Magazine "Good design is not selfish, nor is it mean with its affections. It is generous, not only pleasing its owner, but everyone who comes in to contact with it." Many Old Gaffers would qualify for this description and most classic boat enthusiasts would agree that design of detail is as important as the whole. Satisfaction gained from the DIY approach, thinking and working on this detail, is one of the great rewards of our chosen

pass time. But I have to admit although I should live by the adage "If a job is worth doing it is worth doing well" the older I become that attitude has been watered down to 'sufficient unto the day' approach. Perhaps time is now more of an issue than previously!

See page 9 for a prime example of restoration.

lights—we appeared to only have the white running light! The latter has been sorted but every time we look at the two-cylinder 15HP Lister diesel something falls off!

Not a great deal in the way of *Karma's* history apart from standing at Maylands for a number of years. She may have been a Swan River Authority work boat. Previous name/s unknown. Vital statistics: 6.3m jarrah carvel on ?. Suggested age 50. Any info welcome.

I'll leave with the following maxim—**Wellington's Law:** The depth of mud (or water) is always greater than the height of your boot by one inch.

Alan Abbott



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



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

Life Member Jack Gardiner's stories

The Log

The three parts of the log are the reel, the chip and the line with the timer to go with it.

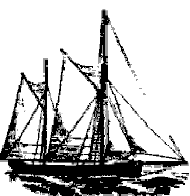
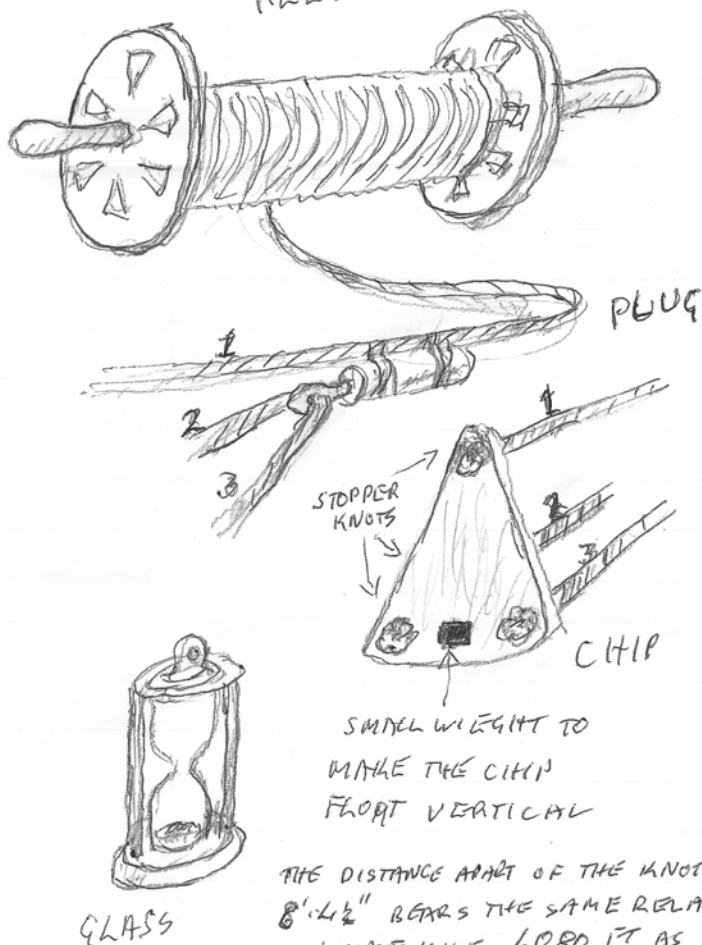
The reel was about 2 ft long with a free running handle at each end (the shaft ran right through). The chip was a triangle, more or less an equilateral triangle made originally of white pine with a small piece of lead on the bottom edge to make it float vertically. A hole in each corner for the bridles usually had a wall and crown knot for a stopper and the bridle about 2 or 3 feet long to the plug. Ahead of the plug is the stray line, long enough for the chip to land in the water and settle down. It varied with the height of the stern above the water.

This is marked with an easily seen mark, and felt too for working in the dark. This was usually a piece of leather or bunting. Now comes the line marked every 16' 9" for a ten second glass. In operation one man holds the reel and another drops the chip over the stern. A third holds the sand glass. As the stray line marker goes over the rail he says "turn" to the bloke with the timer. The

THE LOG

IT WILL BE SEEN HOW A JERK ON THE LINE WILL RELEASE THE LINE SO THAT THE CHIP CAN BE REELED IN WHILE FLAT

REEL ABOUT 55 CMS WIDE



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

ship is still sailing away from the chip till he says "mark". Now the second bloke grabs the line to stop it running out and the jerk pulls out the plug so the chip floats flat on the water and can (fairly) easily be pulled in. Quite simply the number of knots between the stray line marker and the place where the line was stopped was the speed of the ship in knots. This is why no member of the



Yacht Grot
NEW AND USED CHANDLERY BOUGHT AND SOLD

MHA never ever says knots per hour. A clipper ship doing 17 knots must have had quite a lot of line out and it would have been a two man job to haul in the chip. It is quite possible to make a small log out of a fishing reel and line, the chip out of ply and the plug out of either wood or plastic. It pays to use the knots at 8' 4½" so there is not miles of line to haul up. You can either use a watch, or even count up to five quite accurately with a little bit of practice. You probably won't be sailing at more than six knots anyway.



one had an electric clock that could be read in the chart-room. The Walker Log line was about 100 feet long. A twin screw ship had a longer one because the wake was more disturbed over a wider expanse.

There was a trick to hauling in the line, as it was still twisting. You unclipped it from the clock and passed it round a stanchion and let it go overboard again. Pull in the standing end till you get the rotor and the haul the whole length back again. Be careful not to damage the three fins. It was not unknown for the rotor to disappear, probably eaten in mistake for a fish by a shark.

I made up a couple of them, one for Barry Hicks' museum and I used the other on my own boat. The plug on this one is a split pin by the way, and the line an ordinary nylon fishing line. It can be used single handed, but is easier for two. It can be used to check your very expensive electronic one but not if you race around the ocean at 30 knots. The log line was originally of untarred hemp but in Victorian times of woven line (called sash line ashore but log line afloat).



The next development was an all electric log built into the ship's bottom, the Chernikeef Log. This was a brass propeller in a retractable casing. It will register to less than ½ a knot (anchored in a tideway for example). I don't know if there is anything more modern in these days of fantastic electronics.

I don't know the date when the Walker Log came in. This was originally a torpedo shaped float with three spiral fins on to make it twist as it is towed. The first one had a swivel in front of it and the clock (like a water meter) in the float itself, and had to be hauled in to read it. The next model had the clock on the taffrail and the whole line transmitted the twist up to the back of the clock. This one could (had to be) read at the taffrail. The next



The old logs of course only measured speed. The Walker measures distance, and the modern ones everything from where you are to how you got there, where you are going and what you will have for breakfast tomorrow.



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



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Mob. 0417 964 844

Having a Lark in Walpole

Right in the middle of the sailing season, February 2005, John suddenly announced that we were driving to Walpole for the weekend to visit Max and Diane, the previous owners of our current boat, catamaran *Spirit of Esperance*, which we share with Peter and Diane McDermott. Pete and Di were unable to join us that weekend.

We set off at about 0800 to drive via the Albany Highway, but managed to take much longer than planned, arriving 7 hours later. Max was on pins waiting for us and Diane's Silver Chain Sausage Sizzle had finished hours ago. We discovered that Max had plans for us.

No sooner had we parked our bags than Max had us in the ute and headed for the waterfront of the Nornalup Inlet, just at the end of his street. And there, to our great surprise and delight, rode his pride and joy, a 20 foot gaffer on the only mooring. He had found her in Albany, almost sinking under the weight of mussels growing on her hull, and in much need of TLC. Her hull is fibreglass clinker design, with canoe stern and named something I can't remember but which was much to Max's disgust. He decided to rename her something more appealing, but when he obtained the registration papers he found that she was still registered under her original name, *Lark*. No need to change her name at all!

Max had restored her beautifully and she was a pleasure to explore. He took us out into the Walpole inlet, concerned that he was unable to show his engine in perfect order for some unknown reason, and we had a delightful sail as far as the river mouth, followed by a barbecue supper

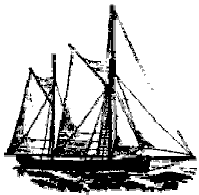
with Diane and rapid-fire updates on all matters since we had last met, which was the day Max disembarked from *Spirit* in April 2004.

Next day, Diana left for Perth, with tickets for the Tom Jones/John Farnham show and Max, John and I set out with our 3 Spirit surf skis to explore the Nornalup Inlet and Walpole River. After several hours of picturesque and peaceful paddling we returned to quickly load up the esky and board Peter and Di's former Court 550 *Bubbles*, now renamed *Irish Rose*, for a trip round to Coalmine Beach for a barbecue lunch at the Walpole Sailing Club. *Irish Rose* had a newer mainsail and had been given Max's now familiar treatment of improvements and we had a delightful sail, followed by a sociable lunch.

By the time we had sailed back to base and got *Irish Rose* home on her trailer we were ready for a lie-down, but Max was talking about a bike ride! Was he serious? As it

turned out we were able to relax and have some quiet time, a walk around the local shops and then a pleasant meal and early night. Next morning we met Max's brother Andy and his wife Lesley who travel in an enormous campervan. Lesley writes wonderful accounts of their travels and emails them around the family. A little later we left to travel home, but we couldn't resist one last drive along the waterfront to have a look at *Lark* riding on her mooring, and take a few photographs. Such a pretty boat and just one of her kind in Walpole.

Pauline Dilley



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



**The Albion
Hotel**

The Yarmouth Yawls

Taken from an article in the 'Yachtsman' Winter number for 1901.

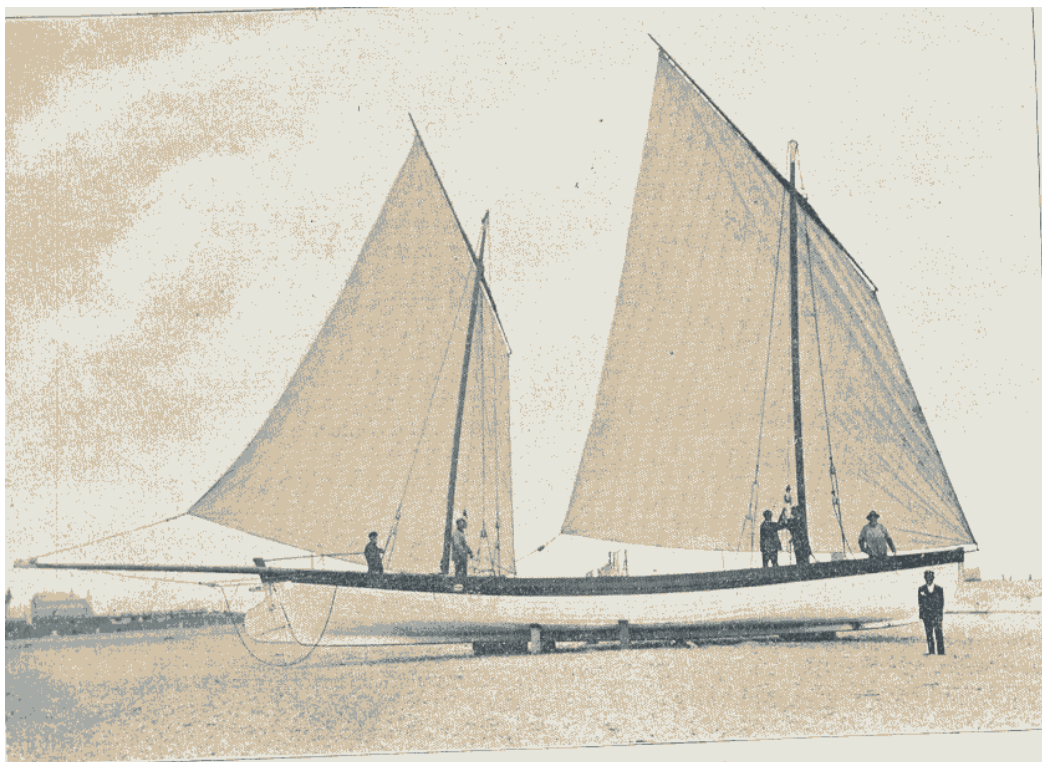
"Few local craft have attracted more attention from yachting men than the famous Yarmouth Yawls. They have been called the handsomest and fastest open boats afloat. When racing the yawls are moored (in a line) with sails down, and at gunfire the lugs are set like magic, a tremendous struggle ensuing for the windward place. I have more than once seen a yawl in irons through this rivalry, and such an unpleasant position in any case, becomes, with a craft like

the yawl, almost a catastrophe."

'Happy New Year', as pictured, was 46 feet on the waterline. She was small compared to 'Rainbow' a typical boat of the 'old days', which had a waterline length of 70 feet and 30 men in her crew – 4 to 6 of whom were constantly employed bailing. The story goes that the famous yacht 'America' which at the time was winning all her races around U.K. would not take up the challenge of a race against a Yarmouth Yawl.



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



Help needed—3rd to 11th September

Lochen is coming out of the water at Swan Yacht Club on Saturday 3rd September for a week or so. The jobs include sanding and reapplying antifouling.

Anyone who wants to lend a hand can you please contact Fiona on 9337 4671 or 0418 901 740.



Rottnest Weekend

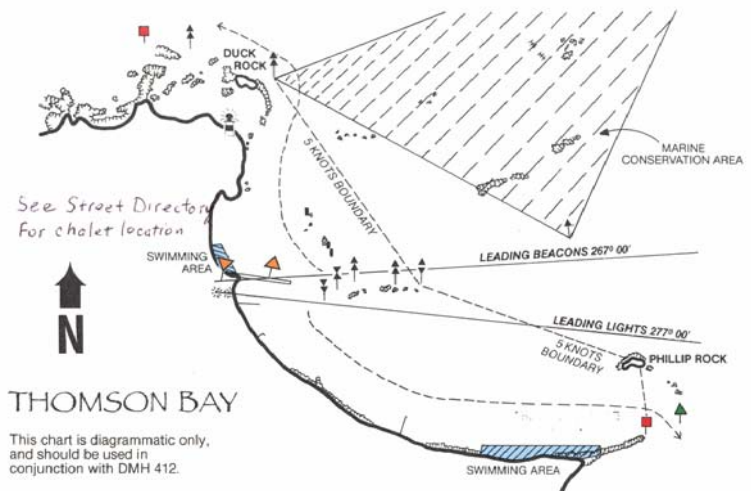
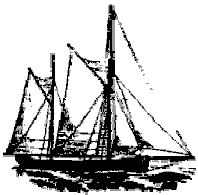
Further to the information regarding arrangements for this weekend outlined in the minutes on pages 10-11, the following could be of interest to participating gaffers. Please contact Pauline (9527 5363) for details regarding accommodation.

Landing fee is \$11.50 an adult and \$1 for children aged between 4 and 12 years.

Methods of securing vessels: -

Swing moorings -
Rental is \$35 per day
Hotel Jetty Pens -
cost \$23 - suitable for boats up to 6 metres.

North Thompson's
Bay pens - on Stark



Wooden Boat Invitational Race

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

There is a new race on our calendar. South of Perth Yacht Club has announced an inaugural Wooden Boat Invitational Race for Saturday 14th January 2005.

As this is a new race for wooden boats please add it to you calen-

dar and we hope to see you there representing the OGA.

Contact Chris Bowman for details—9336 6667 (W).



Racing at EFYC

Member Mike Beck has organised with East Fremantle Yacht Club to resurrect OGA racing. The dates are listed on page 12 and the fleet will race as part of EFYCs JAM race.

There will be trophies to be won at the end of the season, so come along and enjoy the fun.

Hope to see you all on the water.

The races all start at 14:30 hrs and you need to contact Mike Beck for more details on 0412 888 926.



**BBQ Galore
Bunbury**

Albatross

Albatross is a local prime example of restoration being carried out by enthusiastic volunteers. In this case it is Barry Hicks, a foundation member of the OGA, who has taken on the task of, if not restoring, bringing her back to some original form, so we can at least admire what used to be a beautiful clinker built 32 foot navy cutter. This boat is purported to be the only one of its type remaining in Australia – possibly the world.

Built in 1946 her naval life was apparently short as in 1958 she was bought and modified by the Sea Scouts. One of the modifications was a very substantial foredeck, which over the ensuing years has performed the unintended, but fortuitous, task

of helping to hold her together.



Her history is somewhat vague but over the last ten years or so she was left out in the open on Garden Island until Tupp brought her into his 'Wooden Boat Works' workshop. As she has now been deemed

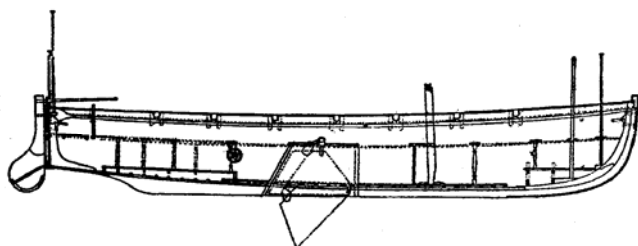
'surplus to requirements' there, the Maritime Heritage Association was invited to examine her with the idea of making her a restoration project.

Close examination revealed that she is totally beyond restoration as a working, floating boat, but Barry and his son Robin (also an OGA member) are now engaged in saving her from the bonfire

and turning her into a static display. She will be an inspiring addition to his beautiful museum, if that is his intention.



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



32' naval cutter

Believe it or not

In 1898 the Orwell Corinthian Yacht Club created a beautiful half decked 18-foot boat as racing class. The original design was for a gaff rig, later changed to gunter. One of the rules for this class was that "the crew should number 3, only one to be a paid hand and not to be paid more than 5 shillings for a win or 2/6 prize money for a second place." In the photo I have this paid for'd hand is wearing a cap, skipper and crew wearing boaters. Apparently there was a well established social pecking order even when sailing small boats!

OGA in UK races craft under 20 feet, known as Class 3, which each year holds its own rally around the country, with the largest in the Lake District. Modern racing gear is permit-

ted for speed is the essence!

The following extract is from an article in *Classic Boat* May 1990. I can supply this article to anyone interested.

Ethylene Glycol, found in some radiator coolants as in antifreeze, may be used to

- prevent green logs from cracking whilst they dry out,
- to flatten out cupped boards,
- to restore dried out planking to its original size and shape.



Minutes of the 2005 AGM

OLD GAFFERS' ASSOCIATION WA INC ANNUAL GENERAL MEETING East Fremantle Yacht Club

Minutes of meeting held on Tuesday 26 July 2005

Meeting commenced at 1935 hrs.

Members welcomed by President

Apologies - Karel Abbott, Barry Glazier.

Present - 16 members as per attendance record

Minutes of Last Annual General Meeting

Accepted as a true and correct record – moved Alan Abbott, seconded Clive Jarman.

Business Arising

1) Constitution

Jeremy advised that the Constitution Review is ready for a Special General Meeting in September. The document has been commented on in detail, including specialist advice. *All agreed that the September meeting will be a Special Meeting to finalise the Review of the Constitution.*

2) Next AGM to be followed by General Meeting

Moved by Mike Igglesden, for the purpose of maximising the present membership, *it was agreed by all present that the next AGM will be followed by a General Meeting.*

Correspondence

Nil

President's report

From Chris Bowman:

Chris gave a summary of the year's events, including Picnic Day, Rottnest Island weekend, Australia Day at Mangles Bay, and the Regatta in April, and stated that he would prefer to see more activity. He commented that activities, while enjoyable, were merely repetitive and that the Association was only just surviving.

All present thanked Chris' for his special contribution to the Association over 8 years as President.

Treasurer's Report

From Jeremy Stockley:

Membership – there is a stable base, with 5 members leaving and 5 joining, with a current number of 42 memberships (mixed family and single) with 34 financial to end of June 2005.

Finance – see attached report. There is a net surplus of \$400 which indicates an opportunity for increased activities. The Regatta resulted in a loss of \$149.00 in the absence of any sponsorship, which equates to last year's figures, and which could easily be covered by a future sponsorship or a small increase in Registration numbers (4 or 5).

Current balance - \$2798.98

An audit needs to be carried out and this will be attended to in the near future.

All present thanked Jeremy for his work over the last 2 years.

Secretary's report

From Pauline Dillely:

-Duties list available for the perusal of any members interested in nominating for the position in the future. Secretary would like to have similar duties lists available for the other official positions for the same reason.

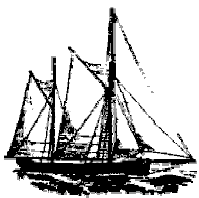
-It has been a routine year as far as functions have been concerned. Letters of thanks have been sent to The Cruising Yacht Club Rockingham for the use of their facilities and to Claremont Yacht Club for enabling us to enjoy their Centenary Celebrations.

-Meeting dates for next year have been established, given that the meeting dates of 4th Tuesday in each second month has been acceptable to the majority of members. Dates will be printed in next Newsletter.

-Rottnest Island weekend – a chalet has been booked in Thompson's Bay for Sat Nov 11th to Monday 13th because Geordie Bay has been under renovation. However this booking can be changed for a preferred location and this will be monitored and members advised accordingly. The cabin is number 349, near Nurses Post, sleeps 6, and we can arrange extra beds if required. 4 of the beds have already been spoken for. Cost of chalet is \$400.00.

-Members must book their own public moorings if needed, and for November this cannot be done until 3 months in advance, ie, 1 August 2005.

-distribution of meeting minutes via the newsletter has been successful and will continue.



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



(Continued from page 10)

- the room booked for tonight's meeting was at a cost of \$70.00. Members agreed that it was well set up with the table lay-out and the tea/coffee station.

All present thanked Pauline for her work over the last 2 years.

Boat Registrar's Report

Not available. Some members asked how to register their boats. To be discussed further. *Wally Cook's work was acknowledged by all present.*

Newsletter Editor's report

From Mike Igglesden:

-We have put out 4 issues since the last AGM plus a flyer prior re the Rottneest Island Week-end and RFBYC Picnic Day.

-The plaintive cry goes out for more contributors. We have 3 or 4 people we rely on to give some local interest. Everybody has a story or two in them. Please send them to us.

-We try to give technical information, a little history, comments on past events, meeting minutes, future events, a little philosophy, etc.

-Do we need to go bigger/smaller? Plans of old boats? What else?

-50 copies are printed of each issue. 2 go the UK, one to the Battye Library and a few spares kept for new members, etc.

Discussion ensued; Cost is \$90.00 per issue; the issues have become larger over time; *all present agreed that they are very pleased with the publication and satisfied with the current status.*

-It was suggested that articles be sought via journalistic process; John Dilley and Michael Beck said they would be interested in following this up.

- there is a need to tidy up the articles from Jack Gardener. Interested persons should contact the Editor.

All present thanked Mike and Fiona for their special contribution to the very successful Newsletter.

Appointment of Officers

Chris expressed his strong feelings about:

-the importance of members sharing the responsibilities of official positions.

-After 8 years as President he needs a change and has other responsibilities this year.

-The Association will not be viable if members do not nominate to share the responsibilities.

bilities.

Points of discussion – There can be no election because of the absence of nominations, Association has potential, membership needs strong encouragement and commitment, Boat Registration needs to be computerised, Jeremy willing to take President's role, will need help, Vice President is often Immediate Past President, positions of Newsletter Editor and Assistant Editor need to be officially recognised in our Constitution.

It was agreed as follows:

President – Jeremy Stockley

Vice President – Geoff Howard

Treasurer/Membership Secretary – Jeremy Stockley, until he can hand over to a new officer, to be decided

Secretary – Pauline Dilley, for one more year

Boat Registrar – Geoff Howard

Newsletter Editor – Mike Igglesden

Assistant Editor – Fiona Hook.

General discussion

-Clive moved to thank Chris for his special work on the Regatta; *all agreed that the success of the event was due to the work of Chris and his Regatta Committee.*-we need more activities; ie speakers at meetings (rigging, knots,); racing opportunities. Doug Firth's offer to speak about his work on the Log of the Duyfken Project was accepted, and it was agreed to publish other Club's Racing Programmes in the Newsletter, and to encourage members to participate.

- hire of room for meetings – room hire is \$50 per night; for 5 meetings a year this would incur a cost to our funds of \$250.00.

It was agreed to book the room for September's Special General Meeting, and for November for Doug's presentation on The Log of the Duyfken Project.

Next Annual General Meeting

Tuesday 25 July 2006, at EFYC, 1930hrs.

Next Meeting – Special General Meeting

Tuesday 27 September 2005 at EFYC, 1930 hrs.

To finalise Review of Constitution.

Meeting closed at 2050hrs



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





Old Gaffers Association
Western Australia Incorporated

Newsletter Editor

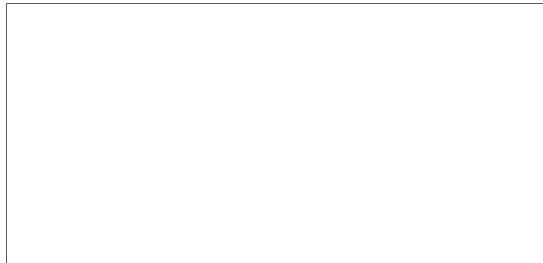
Mike Igglesden
4 Crawley Ave CRAWLEY WA 6009

Assistant Editor

Fiona Hook
PO Box 177
SOUTH FREMANTLE WA 6162

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

27 th September 2005	Special General Meeting, East Fremantle Yacht Club, 19:30 hrs.
11 th —13 th November 2005	OGA Rottnest Weekend (see page 8 for details).
16 th November 2005	EFYC JAM Race, start 14:30 hrs (see page 8 for details).
22 nd November 2005	General Meeting, East Fremantle Yacht Club, 19:30 hrs.
11 th December 2005	EFYC JAM Race (see page 8 for details).
December 2005	OGA Christmas dinner. Date will be decided at next General Meeting.
January 2006	Australia Day Weekend. Date will be decided at next General Meeting.
14 th January 2006	SPYC Wooden Boat Invitational Race (see page 8 for details).
12 th February 2006	EFYC JAM Race, start 14:30 hrs (see page 8 for details).
26 th March 2006	EFYC JAM Race, start 14:30 hrs (see page 8 for details).
29 th April 2006	OGA Regatta, RFBYC.

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

Raft up at Cicerello's; Fairy lights parade; Picnic Days; Mosman, Applecross and /or Garden Island; Yacht Club Opening Days
Any more?

