

Baggywrinkles

Volume 2006,
Issue 3

August 2006

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When the Good Ship *Cuauhtemoc* Came to Town

Cuauhtémoc (pronounced whate-moc)— a name to conjure with, the name of the nephew of the last king of Mexico.

Anyway, it was enough to get us motivated. By us I mean Peter and Diane McDermott and myself, John, and Pauline Dilley, partners in *Spirit of Esperance*, a 35 foot Crowther catamaran and Honorary Hospital Ship to the OGA.

We discovered that *Cuauhtémoc*, the Mexican Sail Training ship, square rigger with 3 masts, was coming to Fremantle Harbour, to moor at C Shed, and after a stay of about a week, was due to sail at 1000 hrs on a Sunday early in June, bound for Melbourne. Fully rigged and 95 metres

long with a 50 metre high main mast, we just had to be there. Events conspired to prevent us actually visiting the ship, open to the public every day from 1000 to 1800 hrs, but we rationalised that escorting her departure would be fair compensation.

On Saturday the four of us sailed off our mooring in Mangles Bay Rockingham,

bound for the heady delights of Fremantle Sailing Club and the visitors' jetty. A Southerly wind and fine conditions made it an easy sail, and something of a novelty for us, an unexpected treat, an on-board sleepover so late in the year and officially Winter. We were at risk of being overloaded with heaters and rugs, but in fact

(Continued on page 10)



Cuauhtémoc sailing out of port

Special points of interest:

- Visits of the *Cuauhtémoc* and the *Gottborg*
- Lots of up coming spring events
- Précis of 2006 AGM
- NEXT NEWSLETTER DEADLINE: 30th October 2006

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PRESERVING
AND PROMOTING
THE GAFF
RIG

PRESIDENT'S LOG

How quickly a year goes by. Here we are in August already, with the new season just around the corner. Our AGM was held in July and your committee is starting yet another year at the helm. Apart from Mike Igglesden, whom I mentioned in our last edition, no-one has stepped down, but we welcome Colin Aburrow, who has joined us as Treasurer; a much-needed boost to our small but dedicated team. Thank you, Colin; we need all the help we can find.

Since my last report we have looked closely at our programme of events for the coming year and I thank those of you who responded to my request for comments. The season's event will follow closely those of last year, with the addition of an early season get-together at Royal Freshwater Bay to get us in the mood for Rottnest. We



have also received confirmation from South of Perth YC that they will be holding another Wooden Boat Invitation event on 13th January 2007, and I hope we will be able to maintain our strong representation there.

While on the subject of participation, let me re-iterate a few comments I made at our AGM. The Old Gaffers Association is comprised of many individuals, spread from Geraldton to Bunbury and with widely varying interests, many of whom also participate in the activities of their local yacht club. It is therefore not very surprising that we have a relatively small number of members able to join our events and meetings. My observation is that our strength lies in the accumu-

lated knowledge and experience of our members and we should focus on promoting this, both in our regular meetings, for those who can attend, but also by means of this newsletter. I encourage you to write to the editor

both to request and to offer advice on topics which are of interest to you. My hope is



that we may build a continuing and lively correspondence on a range of technical topics.

"My hope is that we may build a continuing and lively correspondence on a range of technical topics"

By the time I write the next President's Log the season will have started and our Rottnest and Freshwater Bay events will a

happy memory. *Hakuna Matata* is back in the water and I am looking forward to enjoying a few quiet sailing days in September before the river gets busy again. I hope I will meet some of you out there too.



EDITORIAL

This being my first “official” editorial I’m feeling rather overawed; I’ve got very large shoes to fill. To Mike and Mary L., thanks for the effort and thought you put into all those newsletters it’s a tribute to you both. I hope that fair winds blow you both along without the burden of trying to coax and cajole stories out of OGA members!

As the new season is about to begin I’m looking forward to sailing again in some sunshine and our annual OGA trip to Rottnest. My last trip was rather an adventurous one.

We had a beautiful sail over on the Friday with my trusty crew of Mike Rowe and Geoff Howard; light easterlies in glorious sunshine. As we sailed into the turquoise water off Rottnest the joy of being on *Lochen* was overwhelming with the added bonus of Conall sailing past steering *Spirit of Esperance* at the tender age of 2.5 for his 3rd OGA Rottnest visit (you work that one out!). His dad would have been so proud.

While the joy of visiting Rottnest was great the realisation hit that we were only there for two nights—*Spirit* had the right idea and was there for a longer pe-

riod! We swiftly made the resolution that next time we would do the same.

As we settled down into Rottnest time the winds began to increase and my mind turned to the trip home on Sunday. The forecast was not looking good, strong south-westerly winds, and my return crew decided taking Conall home on the ferry was a much better option.

I had never sailed *Lochen* in greater than 20 knots and this was my first trip to Rottnest; I was beginning to feel the panic rise. Mike R. came to the rescue and phoned a good friend of his who agreed to come over on the ferry on Sunday morning for a free breakfast and a heavy sail back to Fremantle. Andrea, a former first mate on the *Leeuwin*, made it all seem so easy.

I woke to Sunday morning with the wind blowing 35 knots and my mind turned to the past OGA articles of “are we having fun yet?”. No I was not.

The sail wasn’t as wet as I expected, *Lochen* behaved impeccably and we didn’t fall too far behind *Merry Rose*. Two reefs and the staysail were enough to



power us through the swell and a 3 hour sail wasn’t too long a trip. Although the sail really did confirm that the position of the staysail blocks are in the wrong place; not that I’ve done anything about it.

Apparently our arrival into Fremantle Sailing Club caused quite a stir—two youngish females sailing a small 70 year old gaffer from Rottnest in strong winds; not that anyone talked to me while I packed up the wet boat while waiting for Conall and Mike to return via the ferry.

I can’t wait for November, see you there.

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Précis of AGM –25 July 2006

Meeting commenced at 1945 hrs.

1. Members welcomed by President Jeremy Stockley.

Apologies – Karel Abbott, Colin and Muriel Aburrow, Mike Igglesden.

2. Present - 13 members as per attendance record.

3. Minutes of Last Annual General Meeting

Accepted as a true and correct record – moved Alan Abbott, seconded Fiona Hook.

4. Business Arising

Election of Officers

The following officers were elected unopposed:

President – Jeremy Stockley

Vice President – Geoff Howard

Sailing Master – to be discussed between Jeremy and Geoff

Secretary – Pauline Dilley

Treasurer – Colin Aburrow

Membership Secretary – Linda Jennings or Colin Aburrow (to be confirmed)

Newsletter Editor – Fiona Hook

Assistant Editor – John Dilley

Boat Registrar – Geoff Howard

Members agreed that the Constitution allows for the membership to appoint new position to the Executive Committee as deemed necessary:

Property Officer – Doug Firth.

5. Correspondence

There was no correspondence relating to the business of the AGM.

6. President's Report

Jeremy Stockley reviewed the purpose of the Association and the nature of the members, noting that we are widely spread geographically, we can be loners, we are not racers, and

prefer cruising.

The main benefits are:

-the newsletter "Baggywrinkles",

-the bi-monthly meetings, which are attended by a regular and consistent group of about 16 members,

-the three main social events of Rottneest Island weekend, Australia Day at Mangles Bay, Rockingham and the April Regatta are attended by the same members and are very much enjoyed. These arrangements appear to meet the needs of the regular attendees.

It was suggested that a "Soapbox" item be included in "Baggywrinkles" to give members a forum for raising issues and suggestions for our activities.

Members supported a request to include a Picnic Day at the start of each sailing season.

Members also supported a suggestion that we encourage all members to write in to "Baggywrinkles" with their views and stories, for the benefit of all members.

All present thanked Jeremy for his work over the last year.

7. Treasurer's Report

From Jeremy:

Finance –written report provided and filed with these minutes, giving breakdown of income and expenditure for both general business and Regatta business, final statement and comparisons with last year's figures.

Current balance - \$2857.45

Discussion took place regarding issues of Regatta income and expenditure and, in view of the loss of our regular sponsor Traditional Marine Services, a sub-committee was selected to investigate provision of race plaques – Alan Abbott, Clive Jarman and Fiona Hook.

Marquee costs will also be reviewed.

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 3 years.

Membership Secretary's Report

From Jeremy:

Membership – approx 45, of which 30 are currently financial. The figure



varies only slightly from year to year, with the Regatta being the one means of attracting new members.

All present thanked Jeremy for his work over the last 3 years.

8. Secretary's report

From Pauline Dilley:

-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. A letter of thanks was sent to The Cruising Yacht Club Rockingham for the use of their facilities in January.

-Meeting dates for next year have been established, to continue on the 4th Tuesday in each second month. Dates for 2006/2007 will be printed in next Newsletter.

-Rottneest Island weekend – a 6 berth chalet has been booked in Geordie Bay for 17 – 20 November 2006.

(Continued on page 12)

How OGA played a part in the 2006 Annual Rottnest Channel Swim

To cut a long story short, *Spirit of Esperance* found herself responsible for escorting a swimmer in this year's event. (A friend of a friend, you know how it goes) After a fraught period of repairs and painting and some new features, ie furling headsail, non-slip deck paint, zip-up mainsail cover, we were ready for the event. Happy memories of OGA cavorting in the sun at the January event at Mangles Bay, with its fun and games of sea-boot throwing and tying one-handed bowlines were put aside.

The forecast was not good.

We spent the night at Fremantle Sailing Club, to be ready for the 0400 arrival of support team and 0430 hrs departure for the start On 18th February.

There was much talk of deteriorating weather conditions and the possibility of cancellation. On the Friday evening we watched some large yachts leave for the annual

overnight race to Bunbury; they were wearing all the wet weather gear. The wind moaned all night.

Saturday morning, support crew aboard, we were a total of eight not counting the paddler and the swimmer; they were at the start. On our way to the start tensions mounted as dozens and dozens of craft left FSC all bent on the same task, wearing lots of gear and all wondering with the unrelenting wind would it be cancelled?

Radios on and tuned to the appropriate channel, we heard the organisers of a major fishing competition ask race organisers if we were going to cancel. The answer came back – no notification of cancellation plans. But we did hear later that several yachts in the race to Bunbury had retired and/or had sustained damage.

So the race began. We located our paddler and swimmer and we proceeded towards Rottnest. The event required much use of sail, motor, crew muscle, solving of challenging problems like following the course and rules correctly and engine stoppage.

There was no time for elaborate preparation of victuals, our stomachs were in our mouths anyway with the awful conditions and anxieties for all paddlers and swimmers. We managed one hot drink each during the 10 hr passage.

Now, where the OGA played a vital part was when our exhausted paddler came aboard for a rest and the relief paddler had to get from *Spirit* to the kayak. I found myself in the position of having to se-



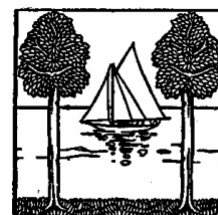
Spirit of Esperance

cure the kayak's line to our stern. The sea was wild, the wind was relentless, the sky grey, everyone tired and at risk of making errors. I held on grimly to the backstay, giving profound thanks for the new non-slip paint job and attempted to secure the kayak line; AND FOUND MYSELF DOING A ONE-HANDED BOWLINE!!!!

What about that? A newly learned skill, of only a few weeks ago and which I would have previously considered impossible. I didn't win the prize for the fastest, but when it came to the right skill for the job, I had it, thanks to OGA and Clive Jarman in particular. I was so amazed with myself I almost fell overboard.

Pauline Dilley

"So the race began. We located our paddler and swimmer and we proceeded towards Rottnest"



PICNIC DAY—5th November 2006

Jill at Royal Freshwater Bay Yacht Club has advised that their sailing season starts in October 2006, whilst their Official Opening Day/Weekend is 4th and 5th November 2006.

It is therefore proposed that OGA members meet on Sunday 5th November at 1200 hrs to share a picnic in the grounds and possibly



have a sail with OGA members or with RFBYC members.

Jill said they would be delighted to have us.

Any further details of the day will be discussed

at the September 26th General meeting, so please come along. Or

phone Pauline for more details.

Rottnest Weekend—17th—20th November 2006

A six bed Chalet has been booked in Geordie Bay, Rottenest from the 17th to the 20th November 2006.

Please let the Secretary know if you would like to book a bed or are intending to visit.

For those who need them moorings can be booked at the Rottnest Island Authority NOW.

If you need any more information please contact Pauline.

Jazz & Wooden Boast Festival—29th October 2006

OGA members have been invited to this event that will be held in Claisebrook Cove, East Perth on Sunday 29th October. There will be a Jazz stage near the water; and limited

mooring facilities to allow visitors on board the boats. A \$50 fuel subsidy is available for those attending with boats. Please contact Acushla Felix directly on 9281 6020 or



acushlaf@epra.wa.gov.au for more details.

BELIEVE IT OR NOT

Old Fogey is a nickname for an invalid sailor which derives from the Scottish word *feggy*-covered in moss.

In 1855 it took the 215 ft clipper *Ocean Express* 36 days to sail from Liverpool to New York.

Types of anchors: grapnel, bruce, delta, fisherman, danforth, plough and a CQR (which means secure!).

According to American journalist Brooks Atkinson "Land was created to provide a place for boats to visit".

During fog you can only see to a maximum distance of 50 m.

Triremes (a 3-tiered rowing/sailing vessel) of the 7th century BC measured 115 ft.

OGA History—can you help?

Geoff Howard has asked that OGA members help us begin writing a history of the OGA in WA to go with the wonderful collection of photographs we have. Can you please send him your recollections. Just to jog your memory here is an article written by former President and Life Member Frank Marchant.

1980 - Barry Hicks gathered a group of yacht people together & founded the WA Old Gaffers Association.

In the 1980's - 'Frank Marchant became President Perth Flying Squadron Yacht Club made us very welcome and we enjoyed some racing events there. We had to man the start box, we were also able to hold our meetings in the Board Room. At this time there was a move to race at East Fremantle Yacht Club. Doug Rickman then appeared on the scene and with his knowledge of handicapping we were soon back into racing. Several of us joined the Club as a gesture of goodwill from the Association for their hospitality.

The Fremantle Harbour Master was approached requesting to hold a race for the OGA in the inner harbour. We supplied a plan of the proposed course, which was accepted. The event took place with the start line in front of the balcony of the passenger terminal, a large crowd of spectators arrived and showed their appreciation. This was the first yacht race held in the harbour and the OGA first public appearance.

Next was the arrival of the First Fleet and we were involved in a simulated delivery of goods and supplies to "King's Meadow" jetty in Guildford. This created good public image for the OGA and spectators appeared wherever we were sailing. Several videos were taken of this

event, I do not know who has them now, however one of the TV stations gave good coverage during the week.

The next event we were requested to attend was to tow the 'Slopje' replica to Perth Waters using sails where possible. On board was Prime Minister B.Hawke and his wife. Jack Gardiner was declared skipper; also aboard was a Dutch carpenter who was involved in building the boat in Holland. He was a typical Island Dutchman, did nothing but yell and point.



... six OGA craft moored head to tail ...

All went well and the vessel was moored on the Police Jetty at the foot of William Street where an official welcome was conducted. By this time the wind had increased, sailing was impossible, as 'Slopje' would not point up at all. 'Sunflow, my launch, was there so we sent towing lines over and with some effort against tide and wind eased her off the wharf and back to Royal Perth Yacht Club. With the brisk wind and the extremely bluff bows of the 'Slopje' I thought that we were towing the jetty as well.

Note 'Slopje' was built as a replica of the vessel built on the Abrolhos Islands by

the survivors of the 'Batavia' some of whom sailed the vessel back to the East Indies.

1992 - The OGA became Incorporated on 30th December 1992. Whilst expensive this does give cover to members who may become involved in mishaps involving other craft.

Our first picnic type event was the opening day of the restored old Claremont Jetty, this was instigated by Ron Brooks, Claremont Town Planner. The Council donated \$200 for trophies and also erected a canvas type shelter on the jetty end, which dispersed snacks and drinks. The event was well supported and the older citizens were very taken by the old craft, many comments were 'I knew that yacht years ago'. Quite a few of these spoke on the PA system reminiscing of activities in the area of years gone by. Summing up, it was a very successful day.

Wally Cook took advantage of the venue and weather to christen his then new craft 'Karina'.

1994 - Our final outing on the 31st January was to lay an anchor adjacent to the old rowing shed near the ferry terminal, from which six OGA craft, moored head to tail and with a south east wind keeping them in line, they looked most impressive. A police 'rubber ducky' brought His Royal Highness Prince Charles to the line of yachts, where he hove alongside of each craft and had a chat with the crews. Premier Court was the instigator of this event. All participants were invited to a Garden Party at Government House, band music and food in the most ideal setting.

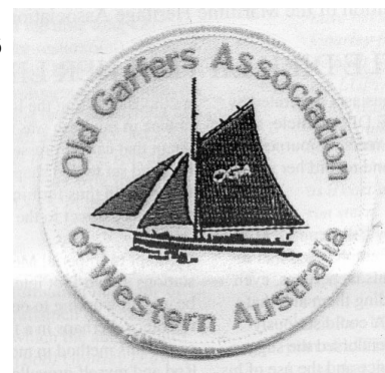
Visiting Boats

Following the visits of the *Gotteborg* and the *Cuauhtémoc* we are endeavouring to keep track of future arrivals. If anyone hears of visiting boats please let the assistant editor know.

OGA Burgees & Badges

There are only four OGA burgees left; so if you want one please contact Pauline. They are \$21.00 each.

There are also lots of badges left at \$10.00 apiece.



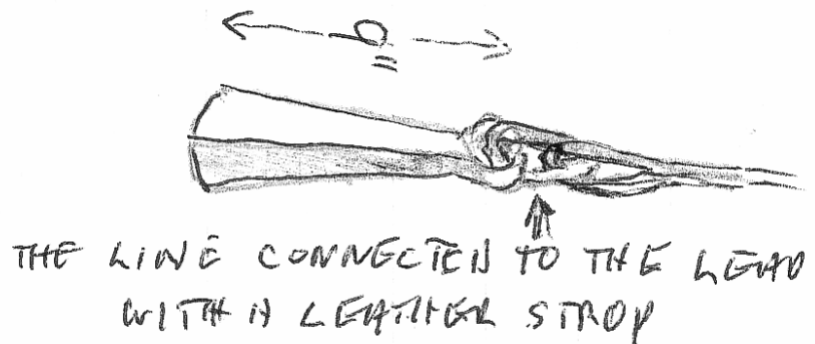
JACK GARDINER on the Hand Lead

The hand lead weighs 7 or 8 pounds and is used to depths of 20 fathoms (1 fathom = 6 feet) and is marked as follows:

2 fathoms	2 ends of leather
3 "	3 ends of leather
5 "	white rag (linen or cotton)
7 "	red rag (bunting)
10 "	leather with hole in it
13 "	blue rag (serge)
15 "	white rag again
17 "	red rag again
20 "	cord with two knots in it

The unmarked fathoms were called "deeps" and were always reported (as were the fathoms) with the figure last - "By the deep six", "By the mark three", etc. The line itself was of hemp which did not go hard and stiff when wet like sisal and manila. (It was also used for divers' breast ropes when not working with a telephone).

The hand lead had a hollow in the bottom which was filled with grease. The theory was that sand, mud, rock or coral would stick to it and show what the bottom was. I have



never made it work and don't think I ever met anyone who did. Except for soft mud (which is not very common in tideways, however soft the mud on the river edges). Above the low tide mark the actual bed of the river is quite hard. Most of my experience in rivers has been in the Thames, but I have worked in

"The different marks on the line were theoretically so that you could feel the difference in the dark. A bit difficult if your hands were frozen by the wind and the cold water"

several others, including the Arthur River in the Gulf of Car-pentaria and the Fitzroy in the Kimberleys as well as Geraldton, Albany, Bunbury and Carnarvon (admitted not all of these last four are rivers). The different marks on the line were theoretically so that you could feel the difference in the dark. A bit difficult if your hands were frozen by the wind and the cold water, I would have thought! Maybe the "wooden ships and iron men" was literally true. I have had to kick a hole in the ice to go down through and had to

be helped back up the steel ladder. I had completely lost my grip. Happy days! So in the same circumstances I can't see anyone distinguishing between linen and bunting.

I have just looked up the Chernikeef Log (not Russian but made in London) and it will record a speed anywhere between ½ and 40 knots. It has a little propeller working in a retractable tube. It has a pitch which makes it turn 1 rev for 1.35 feet. The gearing and electrical contacts are so arranged that every 45 revs it makes a contact which moves the indicator 60.8 feet, or one



hundredth of 1 nautical mile (clever ain't it!) The tube is 6-12 inches long and can be completely withdrawn up into the ship, and a valve closed behind it. The early ones ran off a 6 volt battery connected to the clock face in the chart-room or wheelhouse, and all this sounds very expensive, a lot dearer than 7 lbs of lead and 120 feet of rope. Just goes to show that the person who said, "A boat is a hole in the water that the owner tries to fill with money" knew what he was talking about.

The Kelvin Sounder

There was also a deep sea sounding lead worked by a winch with a thin wire and an electric motor. The motor was kept in the wheelhouse out of the weather and coupled to a rod (and sometimes a copper tube) containing a glass tube, the inside of which was coated with a chemical chromate of silver which changes colour in contact with salt. The tube is open at the bottom and water pressure serves to compress the air. The difficulty here is that if the whole thing falls on its side, the air escapes and you are back to square one. Another variation had a piston working against a spring which avoided this. Some had a scale to be read against.

The length of wire run out was the hypotenuse of a triangle with the speed and distance the ship had moved. All very complicated. The echo sounder replaced all of these.



Racing, Regatta and Regulations

JAM Racing

TBA

South of Perth Yacht Club Wooden Boat Invitation Race

SoPYC has advised that this event will be held again this season on Saturday 13th January 2007.

10th Annual OGA Swan River Regatta

RFBYC has advised that the Regatta can be held on either Saturday 28th April or on Sunday 29th April 2007. The Sunday option would permit the H28's to participate and we have asked their association for an expression of interest.

WA Recreational Skipper's Ticket

You are reminded that all persons in charge of a vessel with a motor of 4.5 kW (6 HP) or more must hold the Recreational Skipper's Ticket from 1st April 2007 onwards. If you have been a registered boat owner for five years preceding February 2006 you should have received a letter of exemption from the Practical Assessment valid to April 2007, but you still need to take the theoretical assessment before that date. There is an excellent workbook available at no charge from many boating suppliers or from the Department of Planning and Infrastructure.

Practical activities

We are endeavouring to have practical demonstrations or talks at the general meetings relevant to OGA members.

Clive Jarman has already given a great talk on wooden blocks and Doug Firth on leather treatments.

We are always open to suggestions or if you have something you would like show us please contact Pauline on 9527 5363.



Cuauhtemoc continued

(Continued from page 1)

we hardly need them. We arrived safely, somewhat stunned to find that the lovely and eagerly anticipated FSC restaurant was closed, due to lack of interest! Could it only happen in WA? So of we trundled into town to find some food.

Peter and Diane had persuaded some friends to meet us at FSC and we were thus provided with transport into town. Some of us were keen not to go too far because the night was getting cold, and some of us seemed determined to keep going through town. We could see the masts of the ship, festooned with lights and looking good, and we stopped a sailor outside Hungry Jacks to chat and find out about their round-the-world adventure. Carlos was happy to talk, told us of the nine month voyage, ports of call, his wife and baby daughter back in Mexico, and that the sail trainees would qualify as officers on their return to home port. He also advised that as the weather forecast was good they would be departing fully-rigged – not to be missed! We continued on our way and in no time at all found ourselves at the wharf, with ship open for visitors long past the advertised viewing times, so of course we went aboard and had another treat admiring her decking, rigging, and other such goodies, and with the crew all smiles we were able to chat, albeit largely in sign language. Unlike the recent visit to the Swedish sailing ship *Gotteborg*, we were unable to go below, but no matter. *Cuauhtémoc* is of steel

construction and was built in Spain in the 1980s.

Back to Sunday and the setting of sail for Melbourne. We were there, of course, joined by our younger son Lewis, who always seems happy to score a trip on *Spirit*, and his youthful strength and vigour are useful to us when the trip home can get cranked up in our beloved sea breeze.

Weather perfect, Easterly wind and she was bound North about Rottneest Island for the trip South towards Melbourne. As the ship pulled away from the wharf, a total of 25 crew members manned the yards, with lots of singing (or was it electronic? Anyway it sounded quite stirring from our vantage point in the middle of the

“Weather perfect, Easterly wind and she was bound North about Rottneest Island for the trip South towards Melbourne”

harbour). The tug brought her head around and she ghosted out of the channel to the open sea, while we followed madly snapping photographs.

As she made the entrance the fore and aft sails were let go and she started to move under wind power alone. Then the mizzen was hoisted and finally the square sails. That’s when she really started to move. We were doing 9 knots with engine flat out and could not keep up. To see that great ship surging away from us under wind power



was an emotional experience I won’t forget.

We sailed along behind her for a few more magic moments, taking photos, and watching how streams of sailors poured to and fro in response to orders. Our group farewell wave was returned by a group of crew, (was it a Mexican Wave?) and then it was time to turn South for our home port in Rockingham. But we still watched from astern, as she grew smaller, and we could compare her size to modern ships waiting to go into the harbour.

We had an easy sail home, entertaining ourselves with victuals, drinks and Lewis’ account of his Top 5 fast food joints. The end of another adventure.

Last word – when we received our community newspaper the following weekend there was a small article about the *Cuauhtemoc* with a photo of ship and just one sailor....our mate Carlos! Yes! We were there!

John and Pauline Dillely

The Gotteborg

...or “YOTTEBORO” for the initiated Swede is a replica ship of the line (8 guns), part of the Swedish East India Company (I didn't know they had one!) which plied the Trade routes from Sweden to the Far East.

Leaving Sweden with timber for Spain, which they exchanged for silver (required by the Chinese), hence to South America to pick up the Trades and round the Cape of Good Hope at the southern tip of Africa, onward across the Indian Ocean, turn left off the coast of W.A. northwards to Indonesia and ultimately China, where the silver was exchanged for the spices so beloved by 18th century Europe. Remember, there were no fridges and food went off so easily in the northern summers. Spices disguised the rancid taste of rotting meat!

Much of the above I learned last week when a



visit to the *Gotteborg* at C Shed was kindly arranged by Mike Rowe also of C Shed, who had befriended the ship's carpenter, Jaspas, by taking him all around Freo for bits and pieces he required for the ship, and giving him the run of C Shed. In return, Jaspas gave us a tour of the ship.

Other flashbacks I recall: she took 10 years to build and all in the traditional manner

Jaspas was involved throughout.

Two ships in one – traditional build – steering ropes to a 12 foot long tiller requiring two helmsmen at the best of times – flax sails – tarred ropes and only two powered winches throughout. On the other hand she has to have all the safety gear that is required of a modern commercial vessel.

80 crew of which 20 are officers and all in the main volunteers. Watches are reasonable, something like 4 hours on and 8 off.

She can only really sail with the wind.



She can tack but then only in really good conditions and with the entire crew available. So in the main they “wear ship” or gybe, away from the wind.

The galley I found amazing. In the bowels of the ship, no windows and little ventilation. Two cooks and two “galley slaves” have to provide three meals a day for eighty people, and serve them up a vertical ladder!

An interesting day with insight into days of old when men were bold.

It ended with a presentation to Jaspas of the latest edition of *Baggywrinkles* and thanks all round.

John Dilley Assistant Editor

AGM continued

(Continued from page 4)

-Members must book their own public moorings if needed, and for November this cannot be done until 3 months in advance, ie, 1 August 2006.

Points for discussion:

i) Publication of meeting minutes in "Baggywrinkles" has been useful but because there are 4 publications and 6 meetings, sometimes the information is outdated by the time it goes to print. Also, there is some repetition and wasted space because most of the minuted items were mentioned in the various articles anyway. Members discussed and agreed that minutes would no longer be printed in "Baggywrinkles" but they will be available on request. This change will make more space available in "Baggywrinkles" for other articles, an important issue because "Baggywrinkles" is at its maximum size for folding and posting at current cost.

ii) The room booked for tonight's meeting was at a cost of \$300.00 This included salmon sandwiches, gateaux, tea and coffee, plus room hire with overhead projector and screen. Members discussed and agreed that arrangements for next years AGM would be discussed and agreed at the meeting in May 2007.

All present thanked Pauline for her work over the last 3 years.

9. Boat Registrar's Report

From Geoff Howard

There are 69 boats on the register.

All present thanked Geoff for his work over the past year.

10. Newsletter Editor's report

From Fiona Hook in Mike Igglesden's absence:

-Mike has already announced his intention to resign the Editorship and Fiona has taken over, with John Dille as in-coming Assistant Editor.

-"Baggywrinkles" has grown to a regular 12 -16 pages and further

growth will incur greater cost.

-Each issue is well received and the new name has been established.

-Looking forward, the front page could be in colour; on-line members already enjoy benefit of the photographs in colour.

-We have not been receiving newsletters from UK, Ireland or Victoria.

All present thanked Mike and Fiona for their hard work over the past years.

11. Business Arising from General Meeting held in May 2006

i) Regatta – in order to ensure the H28 fleet can be involved, the most appropriate date will be determined.

The Regatta Committee will be appointed at the next meeting.

ii) Newsletter articles – Jeremy will write about his electric motor.

iii) Visiting Ships – John Dille reported on steps made to ensure that members will be advised of future events, thanks to contact with Fremantle Port Authority. FPA has a newsletter called Portfolio and has requested an article on OGA.

iv) Financial audit – as previously mentioned.

v) Newsletter articles – members please provide. Generally there are more than each issue can contain, but a constant supply is needed.

vi) Wooden Boat Festival Hobart 9-12 February 2007.

vii) Pauline will contact RFBYC re Picnic Day and provide information for newsletter.

viii) Future events will be arranged in accordance with members suggestions.

12. Round the Table

-**Diana** provided some information and photographs on her recent overseas trip to Oman. She agreed to provide an article for the newsletter.

-**Geoff** requested guidance for format of Boat Register and Jeremy agreed to help.

-**Doug** reported that all Association assets are now accounted for and clarified that our Pennants are really Burgees, and will be referred to as such from now on.

-**Mary** reported how Mike acquired, at very short notice and with minimal fuss, a new river mooring, much closer to shore.

13. Next Annual General Meeting

Tuesday 24 July 2007, at EFYC, 1930hrs.

14. Next General Meeting

Tuesday 26 September 2006 at EFYC, 1930 hrs.

15. Meeting closed at 1010hrs



Thames Barges (provided by G Howard)

Treasurer and Membership Secretary Report

Annual Report July 2006

The following is an abridged version of the report tabled at the Annual General Meeting. A full report is available on request from the President.

Membership

Membership of the Association has been steady at between 40 and 45 over the past few years and this situation seems set to continue, with five new members last year balancing the four who did not renew in 2004/5. This provides a sound income base for the Association.

Finances

- Net income for the year was \$362.64
- Expenditure was \$1094.93 with major areas of expenditure being:

- Newsletter cost \$375.75

Rottneest Accommodation costs \$400.00 (fully recovered from participants)

Ignoring short-term fluctuations, the balance of income and expenditure continues to show a surplus of approximately \$400 per year, and there is no reason to increase subscriptions in the coming year unless members wish to increase the scope or quality of activities.

The Regatta made a loss of \$304.17 this year compared with a loss of \$149.01 last year. Although nomination fees were increased by \$5.00 per boat, fewer boats participated and fee income was only marginally higher than last year. Although administration costs were further reduced, the costs of engraving and marquee hire both rose sharply.



Although a small loss is considered acceptable, bearing in mind the recurrent subscription income which the event can generate, a loss of this size is not sustainable and the budget for the 2007 Regatta must be reviewed critically.

The General Fund maintained its long-term asset growth, increasing by \$332.64, but this has been offset by the losses incurred by the Regatta Fund.

Salty Dog Cruising Cocktail—Baggywrinkles sailing recipe #1

Here is a recipe for an on-board cocktail “using ingredients that one may actually have on board”. Although if you’ve got these on board we want to come sailing with you!

Take a glass and moisten the rim (saliva works well) then invert onto a saucer of salt. Add one measure of gin and top up with grapefruit juice. If time is short you can dispense



with the salt as most things on board are already encrusted with it.

Vodka can be used as a substitute for gin, as can rum, whisky and most fuel additives. If required, replace grapefruit juice with orange juice, apple, water or more gin (excerpt from Kendall, M.

2005. The sailing companion. Think Publishing: London, p.50).

At the suggestion of the assistant editor we’re introducing a new segment for each Baggywrinkles—sailing recipes be it food, drink or other; ones you’ve used, like the sound of or made you sick.

For those of you who have never contributed to Baggywrinkles now is your chance!

Mike Igglesden's Autobiography continued

Whilst working at Muir's I was encouraged to build a boat for myself, supposedly to improve the skills I had acquired whilst working in the yard. The aforementioned Ray Kemp, who was destined to become one of Tasmania's leading boat builders and designers, presented me with an absolutely beautiful set of lines of an enchanting little 21-foot sloop. She had somewhat similar lines to the local 'Derwent Class' and I fell in love with her at first glance. It wasn't long before I had made a table of offsets and lofted out the body sections of my boat. The shapes of five temporary moulds were taken from these drawings and made up from scrap pine, which had at one stage of its life been in the form of a crate, enclosing a large marine engine imported from Germany. I did not have enough room to draw out the backbone full size so the stem, keel, hog and transom were made up using measurements straight from the plans.

This is where the violins start playing – a dirge. 'Goblin' as far as I am aware, was never born. Her plans accompanied me when I exported myself to WA with an 'I will build this one day' determination in mind. Of course it never happened – another deep regret. Stupid Boy!

However I was lucky enough to meet Brian Lemon, a model boat builder extraordinaire, who made a model of 'Goblin' for me - 50 years later. It is now one of my greatest treasures.

'Neat and quick' was Jack Muir's

description of a good tradesman. I could claim to be 'neat' but could never be accused of being 'quick'.

A case in point was the building of a clinker dinghy for the lighthouse keeper of the South Bruney light. He wanted a sturdy motorboat for recreational fishing; she was to be kept on a mooring and required good sea keeping qualities, as conditions were quite often torrid around South Bruney Cape – where inevitably, the best fishing was to be found.

I designed a 13-foot boat with 5ft. 6inch beam with a hard turn of the bilge and quite full around the forefoot. A twin Chapman Pup was the power plant that drove her along at 4 knots or so. The rather exaggerated sheer gave her a Nordic appearance but kept her dry in sloppy conditions. 3/8th inch oily Huon pine planking was used for ribs. She was built in an unused cow shed on Dad's Garden Island Creek property. In the event of the gate not having been securely closed it was not unknown for inquisitive cows to make an inspection of



She had a somewhat Nordic appearance

this new invasion of their old domain, and, in the process, leave large calling cards strategically placed, requiring delicate removal from around the working

area.

The earth flooring also tended to make life a little difficult, although advantages were also present in that pegs were easy to install when ever braces and other temporary fixtures were required.

I gave her washboards mounted on a foredeck, a locker in the stern sheets with the Chapman Pup in a King Billy pine engine box just forward of the centre thwart. The second hand motor I had checked over and was painted in a bright green, as opposed to red as favoured by its manufacturers. The whole boat received six coats of copal varnish. She was my last 'proper boat. She looked beautiful and was totally functional. From her conception to delivery I was the proud father, she was only to be usurped in my affections by another event involving fatherhood some three or so years later.

It is about 20 km – Garden Island Creek to South Bruney Light, across the D'Entrecasteaux Channel. The delivery enjoyed its own little drama. Although the boat was completed almost on time (two weeks later than promised) another week was to pass before I deemed the weather acceptable in order to complete a safe passage. That day arrived, fine and clear with a light NE breeze to help us on our way.

By 0630hours I was down at the little wooden jetty a fisherman friend had built. This 5 metre long rickety, ramshackle structure was located a few metres from his white wooden cottage in a beautiful little crescent shaped, sandy, tree lined cove. A chocolate box picturesque location, the like of which Tasmania abounded in the 1950's. The new boat had lived there since launching some days previously. My brother Chris and I were down there checking her out for the big voyage, although, due to farm commitments he would be unable to accompany me, a situation I was to rue the next day. 'The fisherman' as everyone called him, came hobbling out the door of his cottage in a highly agitated

state. We were very soon acquainted with the problem. Whilst unloading his cray pots the previous night his upper denures had been dislodged and had fallen on to the jetty then the depths (only about six feet there) of the Huon River. We peered down through the somewhat sparse boardwalk planking and, plain to see through the clear, very cold water, were the errant teeth, grinning up at us. In addition to making a friend for life Chris also well and truly earned the large crayfish given as a reward for the recovery operation.

That was yesterday. Today, on a crisp Tassy autumn morning after clearing the southeast end of Huon Island, I set a course for the South Bruny Light. Huon Island had, in past days, been a source of income, be it a very hard earned income – picking potatoes. Bruny Island spuds were much sort after. Being one of the earliest Australian crop of the season they fetched ten pounds per half dump case – a great deal of money in the 1950's.

"That was yesterday. Today, on a crisp Tassy autumn morning after clearing the southeast end of Huon Island, I set a course for the South Bruny Light"

My employer may have become richer but my poor back was the poorer for it. I was also involved painting in a traditional red the very large iron roof of the homestead. This was a very pleasant job, as the view was incredible! As we popped past the island I could see in my mind's eye the view, from this high vantage point, down the D'Entrecasteaux Channel to the proposed landfall. Tiller under one arm I broke out my breakfast provisions and apart from the occasional whiff of exhaust fumes blown aboard by the following breeze, settled down to enjoy the experience of absolute

contentment, enhanced by the portent of a near perfect day.

As the little boat and I cleared the headland the wavelets became more mature, but my self-indulgence knew no bounds and I failed to question the reason for some warning faulting signs emitting from the little motor. That was - until it stopped, it was partly seized. It was a hard row against the wind (which appeared to have strengthened, but probably had not) and white-capped waves, but after an hours workout I was back to anchor depth water and ready for a rest.

The problem was eventually traced to my incorrectly assembling the bearing shells on the crankshaft and in so doing restricted the necessary oil flow. The lighthouse keeper eventually took delivery of his boat. I wonder if she is still around. I hope so.

The cow shed's spawned two or three plywood dinghies, one of which I was particularly proud. A photograph of an 8-foot pram, seen in an old 'Yachting World' inspired the building of this particular boat. She had round sections from the forward transom back to midships from where a chine ran aft to the stern. It proved to be quite a difficult exercise, but the result was worth the effort.

A less happy result was a 10-foot

hard chine dinghy, the plywood of which commenced delaminating upon immersion in water. One disgruntled purchaser, one apologetic builder who then enjoyed (?) the job of a rebuild. The offending ply must have been exterior rather than waterproof.

Since all these projects were built on the farm at Garden Island Creek their transportation to prospective owners was an initial problem. Timber frames firmly located on the front and rear bumper bars of my Austin 8, with the

canvas roof in the down position, the inverted boat sitting bow first straggled the little car giving it somewhat the appearance of hermit crab. My Mum made a tonneau cover for the car, which tended to exclude most of the rain from the upholstery. I doubt if modern transport regulations would permit such goings on!

Any further maritime memories would have to have been enacted in Western Australia



The boat that never was, Brian Lemon's model of Gobiln





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Were on the Web!
www.oldgaffersassociation.org/westaussie.html



Dates to Remember—put them in your diary NOW!

26 th September 2006	General Meeting EFYC, 19:30hrs
13 th —15 th October 2006	Mandurah Boat Show
21 st October 2006	Fremantle Blessing of the Fleet—Passenger Terminal
29 th October 2006	Jazz & Wooden Boat Festival, Claisebrook Cove, East Perth
30 th October 2006	Baggywinkles Deadline
5 th November	Picnic Day—RFBYC
17 th —20 th November 2006	Rottneest trip
November 2006	General Meeting EFYC, time and location TBA after next general meeting
January 2007	Australia Day Weekend, Mangles Bay & General Meeting
13 th January 2007	SoPYC Wooden Boat Invitational Race
9 th —12 th February 2007	Wooden Boat Festival, Hobart

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?*

