



Baggywrinkles

Volume 2010, Issue 2

May 2010

President's Log

Does "a steady hand on the tiller" equate with "being asleep at the wheel"?

I sincerely hope not, but one of these descriptions will surely describe my period of OGA Presidency. Twelve months when little new has emanated from this skipper's desk, although various crew members have built, refurbished and launched boats, thrown themselves around the river in pursuit of trophies (and red wine) and generally had themselves a good time.

My excuse, of course, is that simultaneous with the OGA Presidency came along another large responsibility at another yacht club. I discovered that there are limitations as to the number of things that you can effectively do. And my neglected boat has seen her lines cast off only once in all that time.

However, things are not all bad. After a period of contemplation Alan Abbott has reconstituted *Baggywrinkles*, and a fine job he has made of it, too. (It would seem that for the moment we have given up on the idea of a web site; good ideas do not always come with the resources to implement them.) Despite the ageing of our members and our boats we seem to introduce just enough new blood to keep our numbers steady, and the enthusiasm of our Committee remains as high as ever.

But, exactly where the OGA goes from here is not clear. Just as my period of incumbency saw the OGA not go anywhere in particular, so does the future look somewhat uncertain. Some bright or innovative ideas are required otherwise in a few years time the OGA might just gracefully slide away. I trust that my replacement can engage our members' minds in the pursuit of a brighter future for our Association. *Charles Knight*

VALE JACK GARDINER

It was with great sadness that we learned of the passing of Life Member Jack Gardiner on April 21 2010.

The members of the Old Gaffers' Association extend their heartfelt condolences to his family.

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PRESERVING AND
PROMOTING
THE GAFF RIG

Obituary

Arthur John (Jack) Gardiner

May 31, 1917 — April 21, 2010

JACK was born in Tonbridge, Kent, England, to Arthur Stanley and Florence Gardiner. Arthur Gardiner was serving his country in the Canadian army at that time, but unfortunately perished in France before Jack was born. His mother, a nurse, then raised him to adulthood.

At an early age it became apparent that he had a gift with his hands; in woodwork, music and art. At the age of 18 he commenced his apprenticeship as a shipwright at Shoreham, which he completed in 1938. During this time he was exposed to large wooden yacht and work boat construction.

In 1938 he married Clare, a union that lasted 71 years.

Jack's second world war years were spent as a Royal Navy hard-hat diver based at Cape Town, South Africa, being a Commonwealth country, Clare and their two

children, Jean and John, were allowed to joined him. Their second son, Roy was born during this time.

At cessation of hostilities he was demobbed with the rank of Sub-Lieutenant.

He then worked as a shipwright and diver in the London area and at one time the family lived aboard a Thames barge. A few years later the decision was made to move to Australia where the government had agreed to employ him as a diver. He thought he was being sent to Sidney but his first job was in Adelaide. Later the Federal Government sent him to WA working on the enlargement and deepening of Albany harbour. This project took a number of years and while in Albany he

was also sent away on other diving jobs within the State.

At the finish of Albany harbour, he was transferred to Perth and lived in Palmyra. His work for the Public Works Department as a diver included the form work on the harbour bed for the South Slip and channel markers on the roads outside the harbour. In his spare time he built a number of boats for his family who also participated in their construction.

When Jack retired from full-time employment, he went back to his love of old-type sailing vessels, building at least two gaff-rigged boats which he and Clare could manage with ease. Many years were spent sailing up and down the coast being looked after by his mates at Harbour and Lights.

In the early nineteen eighties he joined with some like-minded sailors in forming the

Old Gaffers' Association of WA, a member of which he remained to the time of his death. He became the first Life Member of this association in May 1999.

Jack was a frequent contributor to the OGA newsletter (now published under the banner *Baggywrinkles*) and the subjects covered all aspects of sailing, boat construction and sailing history—many with extremely accurate drawings. His last articles appeared in February of this year.

He is survived by his wife Clare, three children, eleven grandchildren and 14 great-grandchildren.

Fair winds, Jack.





The first Gumleaf (?)



Gumleaf

It is with sadness that we note the passing of Jack who died peacefully on April 21.

Jack had spent a lifetime on and around oceans and rivers and in particular the Indian Ocean and Swan River.

He was a foundation member of the Old Gaffers' Association of WA, formed in 1981, the first event taking place on April 18, 1982, Jack in *Gumleaf* (which he built) and fourteen other contenders taking part.

It was a special time when we shared with Jack the giving of Life Membership in May 1999 in recognition of the many, many years of practical help and wisdom for the benefit of members. His encyclopaedic knowledge and skills of sailing, and of wooden boats has helped and inspired many, especially the younger members. We will always remember Jack with his gracious wife Clare by his side.

Wally Cook

An extraordinary man —

Jack Gardiner

I enjoyed the great privilege of learning something of Jack's life by way of the beautifully written articles he submitted to me during my years as editor of the **OGA Newsletter** (now **Baggywrinkles**). Each story was hand written using upper case lettering and was an absolute gem in its own right, bursting with information, on the particular subject he had selected, and sprinkled with his own brand of wisdom and humour. Whenever a bulging envelope from Jack arrived in the post it was opened with a great deal of anticipation. What will it be this time?

Some articles described Life on the barges; Shipwrights tools; Deep-sea diving; The ships log; Life boats and their conversion; The life of a working man in the mid 1900's; A note on baggy wrinkling; Cardboard puzzles made in geometric shapes; Thames Barge construction (details showing grown timber frames); Beautiful drawings and sketches accompanying the texts of all the articles; The Plimsol Line; Joints used in the construction of the hatch covers; Jack made up some models of these joints to show me better how they were assembled in addition to his very clear exploded view drawings; Dead eyes; Marking off a waterline; Dry Docks; Various types and designs of barges; South America experiences; Degaussing steel ships in the war; Wreck clearing; Coppering; Teak door making; Barge dinghies; Trunnels (tree nails); and his contact with various famous designers.

Those of us who have retained back issues of **OGA** newsletters not only are in possession of a potted version of Jack's incredible working life but we also have in our hands a history of a world of seafaring, now lost forever.

I salute you Jack.

Mike Igglesden

I remember Jack as a grand guy, always ready to talk boats. He and I had a great discussion about a new boat he was thinking of building, the plans of which were drawn on a small piece of paper—400x400mm—but that was all we needed to talk about for an hour, such was his knowledge of all vessels.

He spoke often of his early married days, when he and Clare lived on *Jane* a Thames barge, and later sailing his much-loved *Gumleaf* on the river and in the waters off Fremantle; though he told me once that he was worried about the weather but he had not told Clare because this would have worried her.

Jack was down to earth in his ways. When filling out the registration form for *Gumleaf*, in answer to the question "Where was it built?" he entered "under the apple tree".

His love for Clare was easy to see. When attending **OGA** meetings they held hands all night.

He was a great bloke and I will remember him in this light always.

Brian Phillips (Vice-President)

Canobie — 98 n.o. this year

One-Design *Canobie* is back on the water after her extensive restoration. Owner Owen Stacy, in his last communication, says that he is extremely busy with only enough time to send in a couple of pictures. There are still some jobs yet to be completed—rigging (Igor), sail-making (Graham) and finishing touches (Mike).

There was consternation, for a while, caused by water in the bilges. However, Brian's suggestion of sawdust along the keel stopped this almost immediately, allowing Owen to get some undisturbed sleep.

Below is a reprint of the launching which appeared in *The Mercury* (Hobart, Tasmania: 1860-1954) Friday, 1 November, 1912, p.8.

LAUNCH OF THE *CANOBIE*

Yesterday afternoon a very pleasant little function took place at Mr. Chas. Lucas's shipyards Battery Point, when Mr. A. J. Cotton's new one-design yacht was successfully launched, and christened *Canobie* by Miss Cotton. The orthodox bottle of gold top, suspended by red white, and black ribbons, was smashed on the bows as the handsome little craft glided gracefully to her native element, accompanied by the hearty cheers and good wishes of those present.

Like her five sisters who have preceded her, *Canobie* sits very easily on the water and was much admired. Being a one-design yacht, her dimensions are exactly similar to those of the others. She is painted white with a gold riband round the top sides and a green boot top, while her flag is of a unique design, being white, with an Australian aboriginal poising his spear. She has a small bridge deck, like the *Pilgrim* and the workmanship of her builder, Mr. Chas.

Lucas was highly commended. Messrs Rex and Son supplied all the rigging and sails.

There were several ladies present at the ceremony, including Mesdames Cotton, Hogarth and Gotham as well as a good many yachting enthusiasts.

After the launch, Mr. Cotton invited those present into the shed, where glasses were charged with champagne, and Mr. W. F. Darling (vice-commodore R.Y.C.T.) proposed 'Success to the *Canobie*, and long life to her owner'. He said that the advent of Mr. Cotton to yachting circles in Hobart had put new

heart into the other owners of one-design yachts, and he hoped that Mr. Cotton could persuade some of his Queensland friends to come here and follow his good example (Hear, hear). They hoped to see at least ten yachts in this popular class before long, and they were glad that Mr. Cotton had come along with the sixth. As he was an owner in the same class, he could not hope that *Canobie* would win all the races, but he hoped that she would be successful and felt sure that her owner would derive a great deal of pleasure both from the yacht and from the racing. (Applause).

Mr. Cotton, in acknowledging the toast, explained that it was due to Mr. Darling's representations as to the merits of

the one-design class that he had decided to take over this yacht which Mr. E. H. Webster had ordered, because this one-design racing appealed to him as the very best way of getting an absolutely fair deal in yachting. He felt that there could be no fairer and cleaner way of carrying on yacht racing than when all the yachts were absolutely on an equality. (Applause.) However good a handicapper might be, he

could not always be sure of bringing them together. He did not anticipate being very successful at first, but could assure them he would always do his best. Since his arrival, he had met many members of the Royal Yacht Club, who struck him as being really good sportsmen, and he looked forward with a great deal of pleasure to meeting them in friendly rivalry. (Applause.)

Canobie will make her debut in public on Saturday, when the opening manoeuvres take place, and in addition to her flag, will carry her racing number 6 on her mainsail.

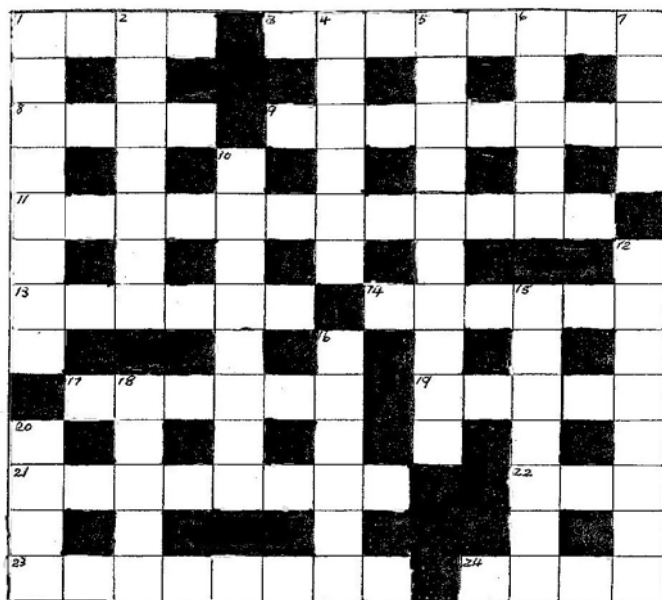


SUBSCRIPTIONS WERE DUE IN MARCH

Please make your payments to Membership Secretary Ted Schmitt (95868417) 66 Janis St, Hall's Head WA 6210 or electronically— BSB 806013 Ac. No. 001327680 Old Gaffers Association Inc.
DO INCLUDED IDENTIFICATION SO TREASURER KNOWS YOU HAVE PAID. No pay, no vote at AGM

CROSSWORD

Submitted by E.G. (Ted) Schmitt



DOWN

1. Sideways effect on stern of boat.
2. Used in splicing.
4. Part of the name of a stop knot.
5. Used for charts, weather and plotting (abbr.).
6. Could be referring to a gaff-rigged yacht or the grey-haired skipper .
7. To let out a sheet or a line gradually.
10. In Babylonian days, sailors may have used this to communicate.
12. Capsized.
15. Flags.
16. An epirb or radio may help.
18. The difference in the depth of the water between high and low tides.
20. Parallel lines on a chart.

SOLUTION: Page 15

ACROSS

1. Found in the bilge.
3. May be associated with wind.
8. Small boats should always have them.
9. Large (abbr.) boat dealer may have the _____ touch.
11. May be useful when sailing downwind.
13. Depends on the relative direction of the wind to the yacht.
14. Behind the boat.
17. Add an "e" to a small line used to draw in a sail.
19. Jetsam
21. A bird settled on top of the mast. It was a _____.
22. The passage was made through a narrow _____.
23. Once _____ the channel was useful.
24. Yacht Grot stocks some of these items.

EDITOR'S NOTE

My apologies for getting dates in "Dates to remember" incorrect. These inaccuracies, which first appeared in the November 2009 edition, caused inconvenience to some members which I deeply regret. My Dad—a compositor on *The Evening News*, London—often told me, "he who never made a mistake never made anything", but that's just a cop-out, isn't it?

Then the gremlins have to go and aggravate someone else, this time our President Charles.

Somewhere, in the landfill areas of Perth, there is a Coles shopping bag with all the data relating to the results of the 2010 Regatta and Consistency Series.

Pictures we have, of both events, which readers will find elsewhere and that will have to do for now until the winners, losers and others, rush in to supply their details.

OGA GENERAL MEETING

MAY 25, 1930 hrs

East Fremantle Yacht Club — All Welcome. Agenda P.11

before sticking your oar in, what about

MATCHING YOUR OARS TO YOUR BOAT

by Murray Isles

"Rowing is a fine, simple and economical way to get afloat and enjoy the water." those were the words that "Pete" Culler used to begin his book "Boats, Oars and Rowing" ¹.

To anyone who has tried to row a modern fat dinghy, dragging its transom through the water with a pair of 6ft unbalanced oars, that statement must seem to be a rather hollow joke. The truth is that rowing is a skill—albeit one that anyone can learn in a few hours—that requires the correct tools.

In the days when rowing or sailing was the only way to move a small boat, boats tended to be long and narrow with anything less than 4.8m being regarded as a boy's boat. Exceptions were boats that had to be stored on board another boat or fishing boats that would be working among rocks, such as the famous Maine Peapod. Today we think that such long boats would be hard to move but their length and small midship sections, in fact, allowed them to gently part the water and close it up again behind the boat.

As a rowing boat gets shorter its crew doesn't get any lighter so the lines must necessarily need to become more abrupt to carry the weight., and there are good reasons today for a shorter boat—easy car-topping not being the least.

Fortunately matching your oars to your boat will make just about any boat at least an enjoyable way to spend an afternoon. Unfortunately, good oars are expensive to buy and you will not find them in most outlets—those oversized cricket stumps are not even mediocre oars—so in this article I'll tell you enough to make your own good quality oars.

With oars properly matched to your boat you will be healthier—rowing is one of the best forms of aerobic exercise—save money and fuel if not an engine itself, enjoy your local waterways more because you won't scare every living organism in earshot, and you will become so damned priggish about your sailorizing those lubbers in outboard boats won't be able to stand you.

In deciding what oars to use with your boat the first thing to work out is the length and there are lots of different formulae to determine this. Most of these formulae don't tell you they're based on the

assumption that the rower will row cross-handed. That is, on the return stroke the rower will have one hand over the top of the other and the oar handles will both overlap the centerline of the boat. This is the way I was taught by fishermen when I was a kid and it is the way sliding-seat boats are rowed. The reason will become obvious with a short spell at crossed oars and it is well worth a few grazed knuckles to learn.

I have found the best formula to determine the length of a boat's oars is the one used by the US oar manufacturers, Shaw and Tenney. They assume a 50mm overlap for each oar so the length of the oar inside the rowlocks is half the beam of the boat plus 50mm. To calculate the total length of the oar, they divide the length of the oar inside the rowlock by seven then multiply by 22.

This formula gives a shorter oar than that suggested by Don Street in *"The Ocean Sailing Yacht, Volume II"*. He suggests an oar twice the beam plus 150mm.

I think the difference arises through the proposed use of the oar. Street is strongly influenced by ocean rowers (for instance fishermen working off exposed beaches) and in that light one must also look at the shape of an oar blade in determining the overall length of the oar.

Most fishermen do not feather their oars except for show—if you're rowing for more than a few hours it is just wasted energy. As a result, to avoid catching the crests of waves they use an oar with a relatively long, narrow blade. Such blades have a large perimeter for their actual area and as a result let a lot of water slip past them. To compensate for this slip the oars must be long so that the total energy imparted to the rowlocks per stroke is kept high.

The extreme of this type of oar is that used in the Irish currach. These boats are rowed off exposed beaches and to complicate matters do not use rowlocks but thole pins through holes in the shaft of the oar. As a result, the oars cannot be feathered at all. The blades on these oars are extremely long, as are the oars themselves, but are no wider than the shaft.

Long oars, however, are a nuisance in the more congested waters of most harbours or creeks. In these waters it is better to use a shorter oar. Since the

shorter oar will have a lower gearing ratio (the ratio of oar length outside the rowlock to the length inside them) the blade is designed for less slip by using a shape with less perimeter for a given area—a wider, shorter blade. A double paddle kayak is a good example here as the gearing ratio is only about 1.8:1 and so that blade is very wide (see drawing).

The Shaw and Tenney formula is meant for oars somewhere between the extremes—such as the two-oar plans shown here.

Both Street's and Tenney's formulae are based on the traditional boat-types with relatively low freeboards and if your boat is high-sided the oars it needs will have to be even longer than suggested by the formulae. Remember that it is a lot easier to shorten an oar than lengthen it when you make your decision about oar length.

The final length of your oar will also go a long way to determine your style of rowing. The handles of oars of less than about 2.1 metres will have extremely limited travel so that most of the work will be done with your arms. As the oars get longer you can put your back to work because the oar handles travel that longer distance. With oars over about 2.8 metres you can even think about using a sliding seat to get those large leg muscles in on the act. This is why sliding seat boats can use long oars with low-slip spoon blades—ones that a fixed-seat rower would find far too "heavy" to pull.

The period of your stroke will be determined by how much of your body you use. For rowing with your back about 25 to 28 strokes a minute seems fairly right. With just your arms the strokes will be quicker and with your whole body a bit slower.

Determining the length of a double paddle for a kayak is slightly different in that the paddler provides the pivot point with the off-side hand rather than using a thole pin or rowlock², so the paddle length is related to the paddler rather than the boat. Additionally, the blades are almost always feathered. Indeed, that is why they are set at 90° to each other, so there is no problem with wide blades.

The rule for the length of these paddles is that the paddler should be able to stand comfortably with one arm raised and their hand cupped over the top of the blade of their paddle standing beside them.

Double paddles obviously balance at their mid-points and are physically held by the user, however the balance point for oars is not so easy to spot. The further outboard of the rowlocks the centre of gravity of an oar the deeper it will sink in the water but the more work you must do lifting it during the return stroke and on recovery.

An oar that balances within 300mm of the pivot point is comfortable to use and I tend to favour one which balances further, rather than closer from the

rowlocks to ensure a rugged knockabout oar. This is because the oar's balance is related closely to the weight of particularly the blade and the neck of the shaft.



The more material you remove from these areas during oar building the better the balance (ie closer to the rowlocks), but the more fragile the blade. I aim for a blade and neck which allows about 30 to 40mm of flex when I lean my weight on a point half way down the oar while holding the handle with one hand and the blade tip on the floor. By leaving the loom inboard of the leather square to act as a counterbalancing weight you can avoid making the neck too delicate while maintaining balance.

This sort of oar can be used for poling the boat through shallows or even "rowing" through soft mud.

It is in this area that most commercial oars are at their poorest. The blades and necks are just too thick and the balance unbelievably poor.

The other major failing of commercial oars is the shape of their handles. Oar manufacturers seem to have decided to produce oar handles shaped like barrels—wide in the middle and narrow at each end. This shape promotes blisters because the middle of your hand does all the work. The correct shape for an oar handle is tapered from the thumb end down to the bulk of the oar, then the handle conforms to the curve of your hand (pretend you're holding an oar and look at the way your fingers encircle a progressively smaller diameter as you view it from your thumb and forefinger). This shape spreads the load and wear over your whole hand and will reduce aching fingers and blisters.

Oars use the rowlock as a pivot point but it is not a perfect pivot. The rowlock, as a result, needs to be a bit larger than the oar diameter and this promotes wear of the oar. This wear is countered by a collar of some sort over the oar shaft where it rests in the rowlock. The usual choices are leather, cord binding, or rubber sleeves. Rubber sleeves seem to cause the oar to "walk" up the rowlock and you waste energy pushing it back out.

Cord bindings are easy to fit by tightly winding 4mm nylon blind core onto the oar loom and "painting" it with epoxy resin. Bindings also look good and feel comfortable on double paddles.

Leather collars are best, however, and give a traditional air to your oars. Do not tack the leather to the oar as it may break where the tack holes weaken the loom. Un-oiled leather can be glued to the oar with either contact or epoxy glue or oiled leather can be sewn around the oar using a herringbone stitch in line

Continued Page 14

MINUTES OF GENERAL MEETING

Tuesday 23 March , 2010, 1945 hrs, East Fremantle Yacht Club

Welcome by President, Charles Knight
Present : Vice-President Brian Phillips, Secretary Christine Knight,

Muriel Aburrow, Ted Schmitt, Diana Hewison,
Jeremy Stockley

Apologies : Treasurer Colin Aburrow, Alan Abbott
Minutes of Last General Meeting (2 February 2010) :
Accepted Jeremy, Seconded Diana

Business Arising :

Website – outstanding accounts for site hosting with Icon, Peter Ketteridge – Colin to finalise and report at next meeting. Suggestion from last meeting that Charles contact Yachting Western Australia (YWA) (ywa.office@wa.yachting.org.au) to enquire if they might host our site, and/or have a link with them; similarly/alternatively, with the Wooden Boat Guild, Tasmania (skeg@woodenboatguildtas.org.au)

Boat Register (Rowan): Member, Adrian Edwards in Albany has requested he be given the next sail number from register, Charles/ Rowan to liaise with him.

(Charles, Brian and Brian Axel yet to have meeting to discuss various issues re this subject)

Consistency Races and Regatta (Charles) : Earlier date for Regatta this year proved detrimental, far fewer entrants, no support from H28's and little from 'cota boats. 2011's date is only 2 weeks later- Charles reported that Carol, the organiser at RFBYC, could not get us a later date (between end of sailing season and start of power boat races).

Jeremy suggested asking cota boats to change their March 2011 race from Saturday to the Sunday of the Regatta so they don't drop points for their own event of that weekend. Decision: Stay at RFBYC for the set date and Charles to make increased efforts for H28's and 'cotas to join us even if they have to move one of their consistency races to be involved.

In the Regatta results, in their class, both Brian and Rowan gracefully retired, both having missed a 'hidden' mark. As a result, they shared in the award for displaying the 'Spirit of the Regatta'. Results to be published in next edition of *Baggywrinkles*. Brian arranging engraving of trophies

Consistency Series – Only one point was the difference between the two leading skippers, Brian and Rowan; Charles commented that the scoring system was designed to lead to such a close result. Brian won the series.

Vote of thanks to President Charles for keeping going as regular events the annual Regatta and the Consistency Series

Social gatherings (Chris): Yet to finalise dates in June/July for visits to Barry Hicks's museum and a revisit to Taskers Sailing Museum in Mandurah (22 Ormsby Terrace, Mandurah 2010, Phone 95347256, info@australiansailingmuseum.com.au)

Workshops after Meetings – decided not worthwhile until more members attend meetings; on hold.

Fremantle Boat Show – Organiser Richard Pyett advised that the wooden boats and classic power boats part of show not included this year due to lack of entrants. May consider bi-annual participation or a 'fringe' event. Jeremy suggested we start stirring up more interest earlier, in November 2010 – agreed.

Baggywrinkles :

Alan's second publication in February voted as excellent; thanks to Alan. Charles to send details of Regatta and Consistency Series to him for next issue.

Next AGM 27 July 2010 - Charles to write article for next issue seeking new members to nominate for committee and become more involved, citing the benefits

Reports –

Treasurer's, Colin: (in his absence) Bank signatures forms provided to Muriel for Colin to action. Two payments received. Total income since last meeting (Feb/ March) including Regatta takings, \$430; balance currently \$5,253; awaiting final accounts from RFBYC for Regatta from caterer, Spicer's.

Treasurer's Report Accepted Ted, Seconded Brian.

Other Reports:

Correspondence/Communications - Secretary, Christine:

Agreed to scan *Shavings* publications from Wooden Boats Association, Victoria, and email to all members for interest

Chris to forward copy of last AGM Minutes to Jeremy for the Department of Transport

Membership Report, Ted :

We now have five Life Members, 43 Members including partners and one recent new member.

Chris to email new member, Gina Pickering, for her address and contact details and add two members' details to the membership list (Chris Phillips and John Stokes)

Jeremy to email membership list in PDF version to Chris to convert to a changeable version, together with copy of Constitution

New/Other Business: Issue of subscription fees/ memberships and voting rights discussed. Motion, Ted : That the subscriptions be increased to \$30 for a member which can include his/her dependent family for one (joint) voting right. Seconded, Charles, passed unanimously. Diana queried the need for increasing the fees but accepted vote.

Sailing Program – Charles re Consistency Event organisers role: We can sail from any club on the river at any time (with their agreement) and the only fixed date is

the Wooden Boat Invitation event from SPYC early in January each year and the Commodores Cup at CYC. Only limitation is the clubs' different handicapping systems - our Series can only continue to work successfully if someone from the OGA can always sit in the start boxes for each day's race. Charles says it is important that he finds someone to train as his back-up. He will write an article seeking interested volunteers for such assistance for the next issue of Baggywrinkles (deadline 30 April). Alternatively, we can run the Series out of just one club, eg EFYC (which normally holds races on Saturdays) so that their personnel can conduct the event.

General Discussion re Charles contacting Manfred Spieker's group, Classic Yachts, at RFBYC re racing with our D-Fleet in Regatta; also to research writing to the UK for guidance on how to merge with similar sailing groups so as to survive into the future.

Next Meeting, 25 May, 2010 (4th Tuesday), EFYC
AGM 27 July, 2010

Meeting closed, 9.20 pm.

Lifejackets
useless unless worn

Lifejackets
useless unless worn

Lifejackets
useless unless worn

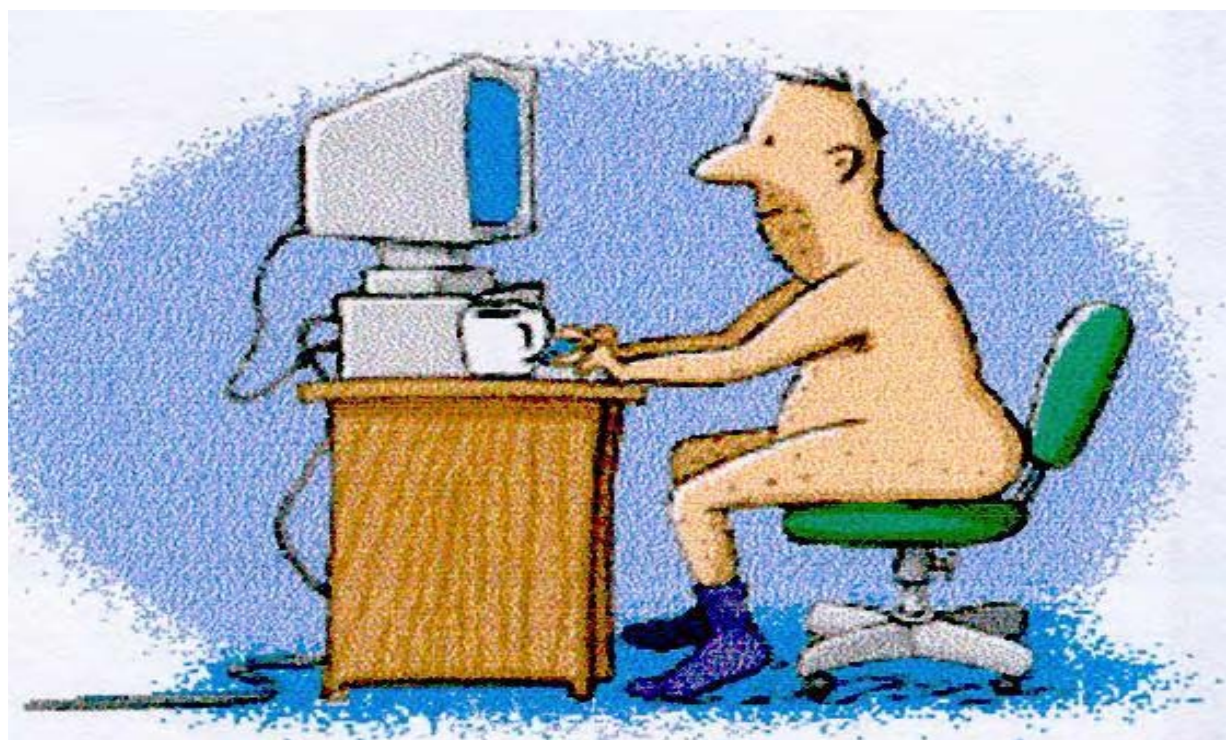
OGA SAILING CALENDAR 2010-2011

The Regatta date for 2011 has been changed to SATURDAY APRIL 30. This is the weekend after the combined Easter and Anzac Day holiday period, and after all yacht clubs have had their Closing Days. It will be held, as usual, at Royal Freshwater Bay Yacht Club.

With the Regatta date having returned to a date after club sailing days, the Consistency Series for 2010-2011 will again include the Commodore's Cup at Claremont Yacht Club.

Exact dates for the 5-event Consistency Series will be advised asap.

FRIDAY — DRESS AS YOU LIKE DAY

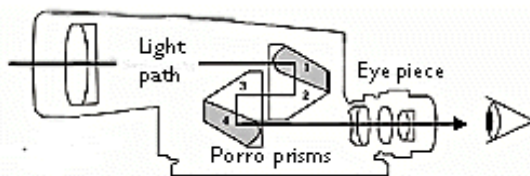


INS AND OUTS OF focus

Alan Abbott

A pair of binoculars is essentially a hand-held double telescope.

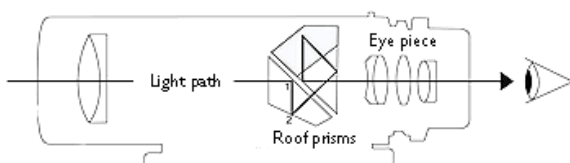
Light rays from the object you are viewing enter the lenses on the far end, the objectives, and this projects an image just



behind these lenses in the binocular housing. The small lenses you peer through magnify this image.

The objectives are curved, causing the image to be upside down. To turn the image right side up each half of the binoculars need a prism.

There are two methods of mounting the prisms—porro and roof (see diagrams). The roof prisms allow makers to construct a more compact and lighter binocular making them



easier to hold, however this comes at a price. The porro prisms are more widely used and the diagram for this type shows why the casing is the shape it is.

Binoculars are preferable to the telescope; you almost always get a wider field of view and using both eyes gives much better depth of vision.

Field of view is an important factor when using binoculars, as is the degree of magnification.

It's notable how much more difficult it is to hold the field of view steady the higher the magnification and handshake is also more apparent. Therefore it is important not to allow oneself to believe that bigger is better when making a decision on which binoculars to buy.

I can't remember the size of the lenses in the enormous binoculars we used as lookouts when I was in the Royal Navy. These were clamped into a holder—that swiveled—which was attached to a post bolted to the deck making handshake no problem. The whole caboodle pitched and tossed with the ship and the image disappeared from view in an instant because of the narrow field of view.

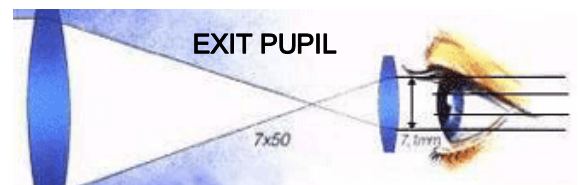
Binoculars are described by their magnification and the diameter of the objective lens. Thus 10 x 50's have ten times magnification

and a 50mm objective lens. Ten times magnification will make an object at 1000m look as if it is 100m away. Most experts agree that smaller magnification and larger objective lenses are easier to use because they gather more light and have a larger field of view.

The exit pupil is the magnified image in the eyepiece and it is

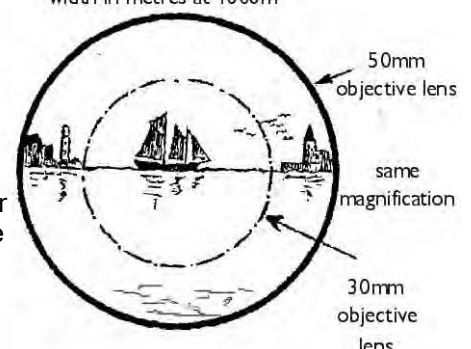
extremely important how its diameter relates to the pupil size of your eye. It determines the quantity of light reaching the eye. The formula to get the exit pupil size is diameter of objective lens in mm divided by the magnification of the set. So an exit pupil for a 7 x 50 is 7.14, while that for a 10 x 50 is 5. Our eyes' pupils dilate in low light—to allow more light onto the retina. During the day they may be 3-4mm wide but at night will dilate to 7mm. So a binocular feeding your eye with more light will let it see more.

Eye relief—the distance of the eye from the ocular lenses—is critical because it is important that the exit pupil is focused on the front of the eye to avoid blackout on the



periphery of vision. Some manufacturers supply eyecups that can be rolled back to accommodate those who have to wear prescription glasses.

FIELD OF VIEW
width in metres at 1000m



AGENDA — GENERAL MEETING

Tuesday 25 May, 2010, 1930hrs

East Fremantle Yacht Club

(Quorum: 4 (Committee Members))

Welcome and Apologies

Present :

Minutes of Last General Meeting 23 March 2010

Accepted

Seconded

Business Arising:

Website - Colin, re closing and finalising account with Icon, Peter Ketteridge. Result of Charles contacting Yachting Western Australia re hosting our website, reply negative unless we become an affiliated association with YWA.

Boat Register (Rowan: Charles and Rowan re member Adrian Edwards, Albany 's correct sail number. (Continuing from last minutes, Brian and Brian Axcel yet to have meeting to discuss various issues re this subject.)

Consistency Races and Regatta – Charles, re dates for Regatta and Consistency Series next year

Charles re contact with Manfred Spyker 's group, Classic Yachts, at RFBYC re racing with our D-Fleet at Regatta

Final Regatta results and trophies – Charles, and Brian re engraving of trophies

Social gatherings (Chris): Tentative date of 13 June 2010 booked for visits to Barry Hicks ' museum (time to be advised).

A revisit to Taskers Sailing Museum in Mandurah (22 Ormsby Terrace, Mandurah 2010, Phone 95347256, info@australiasailingmuseum.com.au) – convenient date to be discussed at meeting

REPORTS – President 's Report

Treasurer 's report, Colin: Bank signatures

Secretary 's Report, Christine

Membership Report, Ted

Colin – Follow-up on increased subscription fees/memberships and voting rights Consistency Series ' Starter 's role – article to seek interested volunteers

New/Other Business:

AGM issues and details, correct date to be confirmed

Next Meeting, EFYC, 27th July, 2010 AGM, followed by General Meeting

Close of Meeting



Invitation to the Re-launch of "Canobie"

"Canobie" is a Tasmanian One Design, Huon pine, carvel planked, gaff-rigged sloop. She was first launched in November 1912 in Hobart.

"Canobie" was brought to Perth in April 2009, where she began a 12 month extensive restoration in South Fremantle.

You are cordially invited to the re-launch of "Canobie".

Venue: Royal Perth Yacht Club, Crawley, WA.

Date and Time: 6 June 2010, at 10:30 AM.

Morning tea will be served

RSVP: Owen Stacy 0411 264 519 or ostacy@skm.com.au



Below: Clare and Jack Gardiner on
Gumleaf

Right: Jack on *Lady Rose*



Regatta 2010

From top left: Rana; Hughie's Girl, Bicton Belle; Genevieve, Hughie's Girl, Bicton Belle, Hakuna Matata; Race Committee (meerkatting); Hughie's Girl, Rana, Bicton Belle; Morna; Hebe, Hughie's Girl, Bicton Belle, Genevieve.



Continued from page 7

with the top edge of the blade (to stop chafe on the stitches).

Leathers should be greased regularly through their life with say cooking oil. In fact I oil the whole oar with linseed oil over an initial coat of linseed oil thinned with kerosene. This way the oar looks good and it takes far less time to put a coat of oil on than it does to prepare the oar and paint it.

From the above, you can see that the oar that you buy from most shops will have to be modified a lot before you have a useful tool. Making your own oars from scratch is not hard though, and a fairly lazy weekend will produce a good set of oars you can be proud of.

Oars are ideally made from light, springy material with straight grain—Silver Quandong or Alpine Ash are two possible timbers. Such timbers aren't to be found in every timber yard though, and I settle for select grade Oregon. The proportions of your blade will be determined by the length of oar you need and the waters that you intend to use it in and I have drawn two examples.

To build up the shape of my oars I use two different methods (shown in the drawing) depending on the width of the blade. This is just an issue of maximizing the strain on the glue joints.

Both oar designs use 20mm thick dressed timber to make four blanks that are glued together to make two oars

40mm thick before shaping as shown in the plans. The much wider blades of the double paddle are made by gluing shaped half-blades to the shaft. I have successfully used 20x20 clear grained timber for the shaft but the resulting paddle is quite flexible and a particularly powerful paddler might break one so thin—32x32 would be safer. For glues I have used resorcinol and epoxy with equal success.

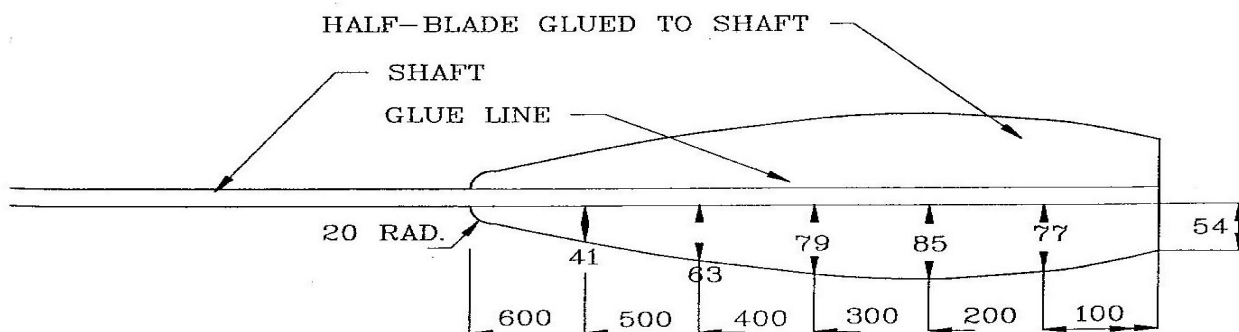
As a final note, I do not put hollows in my oars and paddles simply because I'm too lazy to put my plane down and use a spokeshave. For most rowing I doubt there is a measurable difference but hollowed blades do look very elegant.

BIOGRAPHICAL NOTE

Murray Isles specializes in the design of cruising yachts and powerboats in all materials. He is based at Kettering, Tasmania and can be contacted on 0407543941.

1. "Boats, Oars and Rowing", R. D. Culler, International Marine Publishing Co. 1978.
2. The correct name for what we call a rowlock is actually an "oar crutch". An oarlock is a shaped cut in the gunwhale of a boat to pass an oar through. This is a case, though, when correct usage is likely to be more confusing than incorrect.

DOUBLE-PADDLE BLADE



OLD GAFFERS' ASSOCIATION WA INC.

ANNUAL GENERAL MEETING

Tuesday July 27, 2010

EAST FREMANTLE YACHT CLUB, 7.30 pm

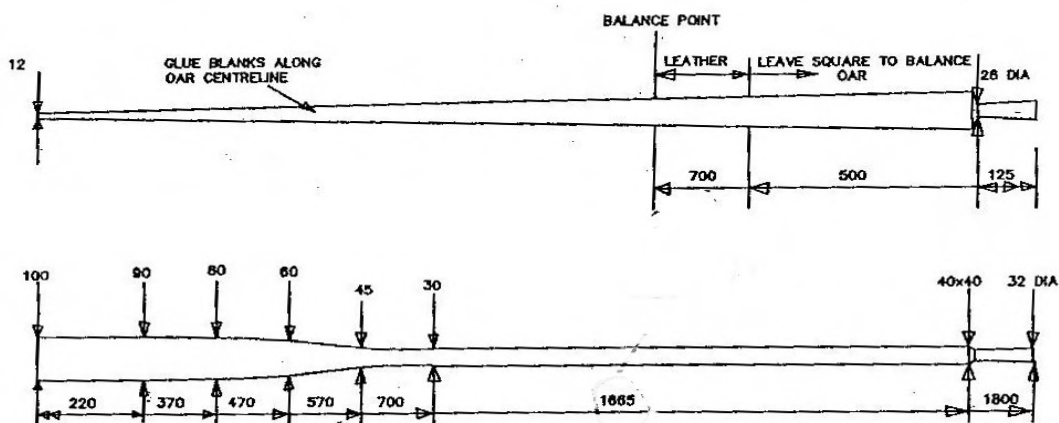
General meeting to follow

	TITLE	PAGE NO.	SHEET NO.	COUNT	VOLUME
MURRAY ISLES RAILS CRAMP DRUM					
AJ					
AS FIRST SALE					
FAX 798					
PHONE (661) 671-666					
FAX (661) 671-666					

CONSTRUCTION OF 1.800 METRE OARS



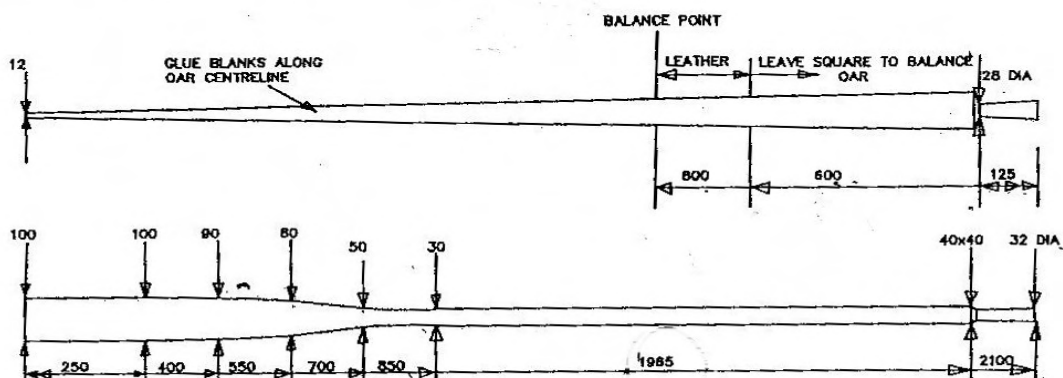
CUTTING PLAN FOR TWO BLANKS (ONE OAR) FROM 20X180X2400 OREGON OR SIMILAR



CONSTRUCTION OF 2.100 METRE OARS



CUTTING PLAN FOR TWO BLANKS (ONE OAR) FROM 20x150x2800 OREGON OR SIMILAR



SUBSCRIPTIONS WERE DUE IN MARCH —SEE PAGE 4

TED'S CROSSWORD SOLUTIONS: Across 1. Pump. 3. Offshore. 8.Oars. 9. lge, midas. 11. Whiskerpoles. 13. Leeway. 14. Astern.17. Braille (sic). 19. Waste. 21. Ringneck. 22. Gut. 23. Deepened. 24. Used. Down 1. Propwalk. 2. Marlin. 4. Figure. 5. symbolscwp. 6. Oldie. 7. Ease. 10. Akkadian. 12. Inverted. 15. Ensigns. 16. Rescue. 18. Range. 20. Grid.



**Old Gaffers' Association of Western
Australia Inc**

Newsletter Editor
Alan Abbott



We're on the Web!

www.

**oldgaffersassociation.
org/westaussie.html**

Dates to remember

25 May 2010 OGA general meeting

27 July 2010 OGA AGM

31 July 2010 Deadline for articles for Baggywrinkles

28 Sept. 2010 OGA general meeting

30 Oct. 2010 Deadline for articles for Baggywrinkles

23 Nov. 2010 OGA general meeting