

Baggywrinkles

Volume 2010, Issue 4

November 2010

PRESIDENT'S LOG

Dear OGA members one and all,

Well, another sailing season is here and I hope all your vessels are bright and shining.

The Summer Series has been organised by Charles again, so I expect it to be as good as last year's.

There are other events proposed and being looked into at the moment:-

1. One possibility is a trip down south and a sail in company with Adrian and Mary.
2. A trip to Mandurah on the Estuary.
3. Colin has invited us to Mandurah to the first sail of his pride and joy.

As you can see, there is quite a lot being looked at, so please attend these events and keep our great organisation alive.

The Christmas party was held at Barry & Doris Hicks museum in company with the Maritime Heritage Association. This was surely a great day.

Brian Phillips

Vale John Michael Dilley

It was with sadness that we learned of the death of member John Dilley in August.

Members of the OGA extend their heartfelt condolences to his family.



WORLD CHAMPIONSHIPS AT ALBANY

The 14th World Championships of the International Mirror Class will be held from December 26, 2010 to January 7, 2011 in Albany, Western Australia at the Princess Royal Sailing Club.

The entries as at November 14 was 66 but, due to the world financial crisis, a little less than a third of these are overseas competitors. However, we wish the PRSC every success and these near-gaffers fair weather.

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PRESERVING AND
PROMOTING
THE GAFF RIG

John Michael Dilley February 1944 — August 2010

John and family left their home village of Cefneithin near Llanelli, West Wales in December 1986 and soon settled in Rockingham, Western Australia.

I first met John in November 1997, when the OGA fleet sailed into Mandurah from Fremantle. John and Pauline were basking in the sun on the fo'castle of their James Warram catamaran *Dawn*.

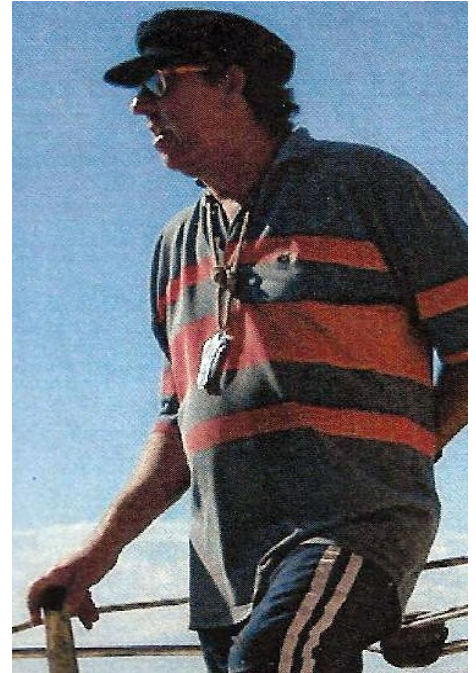
John and Pauline became members of the OGA in January 1998 and soon after bought *Mayflower*, a 28ft gaff-rigged sloop and later a 35ft Marconi-rigged catamaran with lots of space for sundowners!

John was always good fun to be with and he always joined in festivities at Australia Day weekends; relaxing on Rottnest Island; picnic days; and sundowners on board, especially when he brought along his guitar. If the bridges on the Swan River stopped him sailing to an event he and Pauline would always arrive by road.

A stalwart on the committee, John was at one time an assistant editor of *Baggywrinkles* and, with wife Pauline, contributed greatly to the running and success of the Old Gaffers' Association.

John is survived by wife Pauline and their children Huw, Kathryn and Lewis.

Wally Cook



The Southern Reach

The wind had risen easterly; the morning sky was blue,
Anchors heaved; sails unfurled, trimmed, set and free.
We looked towards our gaff-rigged mast, aloft the burgee flew,
And all our hearts and horizons south, were dancing like the sea.

S. Cook, 1997

“... a breath of fresh air”

The passing of John Dilley was a great shock and loss to me personally, and to the O.G.A. For the new members who did not know him, John was like a breath of fresh air when he was around you, although with his catamaran he was at times not an Old Gaffer sailor, but he did own and sail gaff-rigged vessels and worked hard for the Association.

When in Tasmania for the Wooden Boat Show, I was having lunch by myself when I was tapped on the shoulder and asked if I minded having company for lunch. There were John and Pauline. We had a great lunch of Tassie's famous scallop pie and many laughs, then a stroll around the Markets. As I have said, John was a breath of fresh air and we had a great day. No doubt many other people will have memories of John in this way and I will always remember him in this manner as a great guy.

Brian Phillips



Hwyl Fawr

(Go in Full Sail)

... home is the sailor, home from the seas ...

Endeavour to round Australia in 2011-12

The Australian National Maritime Museum's replica of Captain Cook's ship HM Bark *Endeavour*, built in Fremantle, WA, will make an historic circumnavigation of Australia in 2011-12, visiting 18 ports on a 13-month voyage.

The ship will depart Sydney on 15 April 2011 and is expected back at the National Maritime Museum on 21 May 2012.

The circumnavigation of Australia has been divided into 20 legs, each of five to 14 days. The ship will sailed by a core professional crew and 40 adventurous voyage crew who pay for their places on board and learn first-hand how seafarers sailed and navigated tall ships in the 18th century.

Anyone wishing to join the ship can apply online now for a berth. In addition to the ordinary voyage crew, who sleep in hammocks, the ship has accommodation on each leg for four 'supernumeraries' who have their own individual cabins, the officers' cabins on the original ship, and participate less arduously in the work on deck and loft.

<http://www.endeavourvoyages.com.au>

Her Western Australian ports of call are below.

Geraldton: 30 September – 4 October 2011 5 days
 Fremantle: 14 October – 1 November 2011 19 days
 Bunbury: 9 November – 13 November 2011 5 days
 Fremantle: 20 – 30 December 2011 11 days
 Albany: 14 – 18 January 2012 5 days



Consistency Series races

RFBYC – Saturday 18 Dec 2010

SPYC – Sat. 8th Jan 2011 (Wooden Boat Invitation)

RPYC – Saturday 26th Feb 2011

CYC – Sunday 20 March 2011

**Put these dates
in your diary now!**

Nets and Ladders

I thought that your readers might be interested in some recent work that has just been delivered out of my workshop in September -- in particular, anyone contemplating making a new bowsprit, or a net to go under it or a boarding ladder to go over the side for a quick swim.

I was asked to manufacture six "disembarkation ladders, each at 32.0 metres long (that's 106'.00" in the old measure) and one heli-deck net at fifteen metres square (50'.00") in July of this year. This gear is to be fitted to a new FPSO tanker to be stationed offshore from Karratha and replaces the *Cossack Pioneer* that is shortly due for retirement. The ladders, for emergency escape use only, are basically rope ladders rolled up at various points around the ship's deck and are considered to be the last means of escape after helicopters, lifeboats, life rafts and personnel transfer by crane and 'frog' transfer to the standby vessels. The net is laid out flat on the heli-deck and hauled taught. It is used under certain weather conditions as an aid to landing, particularly if the vessel is rolling and moving about. This was made from 20mm diameter Sisal throughout (as required by the regulations, this would not have been my choice of rope for a job like this on our coast but they set the guide lines) and a close spaced mesh, the total length of rope used was just under 3000 metres and the finished weight, approximately 800 kilos as a dry weight. As a natural fibre rope, this will absorb water and become quite stiff and awkward to handle under wet conditions; the weight when wet could increase quite dramatically.

The bowsprit, or to be correct in this case, the jib boom was for the sail training ship *Leeuwin*; the jib boom is an extension of the ship's bowsprit. It sits on top of that spar and extends another eight metres or so beyond that point. The total length of the new spar is 10.5 metres and is 280 mm in diameter at the heel, the weight is in the area of 500 to 600 kilos. This was made from laminated Oregon Pine and is solid throughout and replaces the original spar that was made by Ray Miller in 1986. *Leeuwin* is no different to any other vessel, they all "nudge" the jetties and wharves at times and occasionally the bit of wood that sticks out the front end becomes tired, as is the case with the old spar, I would consider that 24 years' of service to be an exceptional time. My Father Barry and I did the original rigging for this ship in 1986, Ray and Ken Miller did all the wooden spars, Dan and Bill Thompson from Hammer and Tongs Forge did a lot of the ironwork in the rig along with Ameranti Engineering and Mike McKenzie oversaw the team. Ross Shardlow did all of the rig design work under Len Randall, the Naval Architect who designed the ship. I do not think that any of us thought that we would still be involved with the ship a quarter of a century after this project was started. Sadly, Mike McKenzie and Dan Thompson passed away some years ago, Ray Miller is now 83 and having a hard time with Alzheimer's, Ken Miller has recently retired, Len Randall is still flying gliders at 85 the last time I saw him. Ross Shardlow and myself are still pretending to be working and enjoying most of it too.

While these three jobs are a shade bigger than is required for most of the gaffers' fleet, the principles of manufacture are the same. The ladders are no different to a boarding ladder that might be made for a small vessel, (it just has a few more steps in its length), the jib boom is just a very



large bow sprit and the heli-deck net is made in exactly the same way that a bowsprit net would be made for any of the gaffers' fleet; the three jobs ran concurrently. My father (he is 85 this year and also the founder of the Old Gaffers back in the early eighties) looked after making the six ladders in a large workshop just around the corner from mine while I got on with *Leeuwin*'s jib boom. The two of us joined forces to put the net together and the time involved was about ten weeks for the three jobs.

Robin Hicks (Sail maker)



The Day I Lost My First Yacht

The autumn wind was chilly as it swept from the South England plain and across the water.

We were on port tack on our third leg of the afternoon, when suddenly a wave, larger than the others, broke over the side and, as it swept the decks, it took away the main hatch exposing the hold to the elements.

It was about three years before I joined the Royal Navy. I was offered this lovely classic yacht. I fell in love with it at first sight, even though I could see there was a lot of work required to bring it up to a working ship.

Dark green topsides, pine planking on pine frames with a fully laid deck. A beautiful counter stern, full length keel and spoon bow.

Her designer was unknown. Her statistics were: LOA 24 with a beam of 7 and a draught of 5.

When I acquired her there was no rigging or mast. I built the mast and rigged it in the Bermudian style. Gaff rig in those days was being replaced by the more modern triangular main-sail. I only made up one suit of sails with the idea of adding to them later along with other planned modifications. I fitted her out with a self tending foresail and main to make handling simple for a novice.

It was my first real sail with her. Winter was on its way and I knew I would not get the opportunity again for quite some months. So we launched and set sail.

We had set off on port tack for the first turning point. The wind, though strong, was steady from the North. After the first turn we continued on starboard tack back towards the starting point. During this leg the wind strength started increasing and gusting stronger. Whitecaps were appearing on the waves. And the going was getting rougher. However, my yacht was performing splendidly and I was feeling very pleased with our performance.

We then made our next turn and settled on to port tack once again. She was heeled over to starboard shouldering through the waves and making good progress when that "rogue" wave hit her and tore off the hatch cover.

We immediately started taking on water through the hatchway. There was nothing that could be done out there until we reached the third point where we could get assistance.

There was no bilge pump aboard to cope with the amount of water that was coming in.

As the weight of water in the yacht increased it added to the ballast and caused the yacht to become stiffer and so heeled less.

At first this looked to be acceptable until one noticed that the more upright she sailed, the lower the weather side came to the water and in so-doing allowed more water to wash over the decks and into the boat!

There was absolutely nothing I could do but watch as this beautiful vessel sailed herself under the waves.

I was devastated!

We had no means of recovering her from the bottom, so there she was to remain.

The location was the WWII RAF airdrome at Stoney Cross in Hampshire, England.

I was sailing my pride and joy on a lake formed by a flooded bomb crater.

The day after I had to return to boarding school and so never got to recover the yacht.

Oh by the way, those statistics referred to at the start of my story are inches!

Colin Aburrow

NAUTICAL TERMS ?

Sampson Post — he-mail

Consistency Series 2010—2011

1st Race EFYC, November 14

Bicton Belle Unbeatable!

Sailing on her own patch of water, with a good man in Barry Glazier at the helm and a useful handicap, *Bicton Belle* won the first of the 2010-2011 OGA Consistency Series events by some three and a half minutes on handicap over *Hughies Girl* (Brian Phillips) with *Canobie* (Owen Stacy) quite some distance astern. Not making the finish was *Scrumpy* (Ian Garven) who suffered gear problems.

The entry list was disappointingly small, due to a variety of reasons, but it means that those who wish to give the series a serious shake-up will have to sail all four remaining events.



Quite why *Canobie* was so far back has yet to be determined. Apparently she can sail to about the same standard as *Hebe*, and as we know *Hebe* and *Hughies Girl* have had some great struggles in the past with only seconds between them. *Canobie* should therefore have been about four and a half minutes faster on the water. Perhaps gear problems affected her too. But she still looks fantastic.

The next event is at Royal Perth Yacht Club on Sat 18th December 2010. Do try to be there.

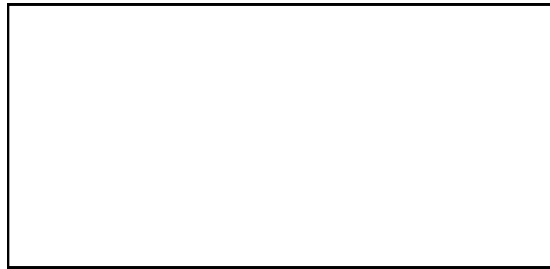
Charles Knight.



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

Newsletter Editor

Alan Abbott



Dates to remember

December 4	Christmas drinks (see below)
December 18	Consistency Race RPYC
January 8-9	Wooden Boat Invitation SPYC. Raft-up on 9th
February 1, 2011	General meeting EFYC 1930 hrs

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Copy and pictures (jpg) can be sent to the Editor by e-mail: <abbottnet@westnet.com.au> or by post to:
595 Lyon Road, Wandi,
WA 6167.

Christmas Sundowner December 4
Christine and Charles invite you to their
Place. 5 pm on. Bring a bottle.

WANTED — URGENTLY

We are in desperate need of a replacement for Charles as the organiser of the Consistency Series. He would like someone to be his shadow this season. If there is anyone who can donate some time to this worthwhile contribution to OGA activity please talk to Charles direct. He assures us that the job is not difficult and can be fun! Ring 0414 884 255.