

SEPT 88

The Old Gaffers' Association

P.O. BOX 111, CLAREMONT. 6010, W.A.
Tel. 3840783.

NEWSLETTER.

SEPTEMBER, 1988.

Members,

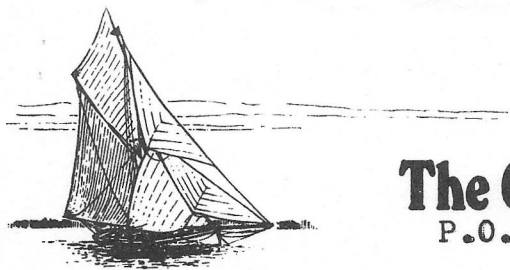
We are always pleased to welcome new members & trust they will enjoy the camarade of the Old Gaffers' Association during the last few months, membership has increased by no less than 8 which now includes, Dene Mann, "Merry Maid", Dave Ellis "Morna", Jim Crossland, Graeme Smith.

The outing to Dwellingup was very well attended, the weather was ideal & the trip in the timber train was most scenic & enjoyable. We experienced a slight mix up in locating the picnic area, one group was on one side of the line & one the other, not very many yards apart which did not create any problem, we will have our pennant flying next time.

Attached are details of East Fremantle Yacht Club Opening Day Regatta. We want to field a good fleet of Gaffers' which are always popular with spectators, so please attend if possible.

Can any member give me details or information of Falmouth Quay Punts in Australia, we would like to help in this request from England.

Frank Marchant.



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RACE AT EAST FREMANTLE YACHT CLUB OPENING DAY 1ST OCTOBER, 1988.

E.F.Y.C. at Bicton have invited us to sail on their Opening Day, 1st October. The Opening Ceremony is from 1330 hrs (1.30p.m.) to 1400 & the Old Gaffers' Association race is the first on the programme starting at 1410 hrs. (2.10p.m.) as the E.F.Y.C. Officials feel we will be the most interesting fleet for the spectators to view. The course is short (about 1.5 Naut Miles) all in view from the Clubhouse so that we clear Blackwall Reach & the Finish Line before the E.F.Y.C. Fleets start beating down the Reach. Mooring is available alongside the outer face of the E.F.Y.C. Wharf (Leave fuel wharf clear) Bring fenders as launch washes can be a nuisance. If you have a set of O.G.A. numbers please display them to assist with identification. Sailing Instructions will be available from E.F.Y.C. Office on Sat. morning 1st Oct or from Doug Rickman on the wharf after 1315 hrs.

Pies & Pasties & Rolls will be available from E.F.Y.C. Canteen from 1200 to 1330 hrs. & Afternoon Tea from 1600 onwards. We are invited to partake of all E.F.Y.C. facilities ashore (Including the Bar) & there will be an announcement of results including O.G.A. Handicap Race after the finish of E.F.Y.C. racing. If you have any queries ring Doug Rickman on 4501016 .

Parts of the Sail

After leech. Aftermost or lee edge of a fore-and-aft sail.

American grommet. Brass eyelet fixed into a sail or any other piece of canvas.

Bag reef. Short reef taken in to prevent bagging, hence the fourth or lower reef of a sail.

Band. Strip of canvas stitched across a sail to strengthen the parts most in need of reinforcement.

Belly band, or middle band. Reinforcing band running horizontally across a square sail, half-way between the close reef and the foot. So named from the belly, or swell, of a sail.

Bolt-rope. Rope sewn all the way round the edge of a sail to prevent the canvas tearing.

Bonnet. Additional piece of canvas laced to the bottom of a sail in moderate weather to give it more area. By the later nineteenth century the term was restricted to the fore-and-aft sails of smaller craft.

Bunt. Middle part of a sail. When furling a sail, the bunt is the middle part tossed up onto the middle of the yard.

Buntline cloth. Additional strip of canvas sewn on the front of a sail to prevent chafing by the BUNTLINES (04.09).

Clew, or clue. Lower corner of a square sail. Also, the after lower corner of a fore-and-aft sail.

Clinker pieces. Small strengthening pieces at the corners of a gaff sail.

Drabler. Additional piece of canvas laced onto the lower edge of a BONNET.

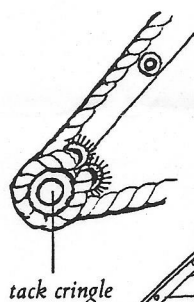
Earing. Short length of rope used to lash the upper corners of a square sail to the yard-arm.

Eyelet hole. Reinforced hole in a sail, which takes short lengths of rope such as ROBANDS (04.09) or REEF POINTS (04.09).

Flat seam. Overlapping edges of two pieces of canvas sewn together.

Glut. Small piece of canvas sewn into the middle of a sail, near the head, with an eyelet in it to take a line.

Goring. Describes any sail, such as a topsail, that widens towards its foot.



tack cringle

clew cringle

The word 'gore' means a wedge-shaped piece of cloth, originally used by tailors to widen a garment.

Goring cloth. Wedge-shaped outer cloth of a topsail. Its sloping outer edge makes the sail wider at the foot than at the head.

Harbour gaskets. Special GASKETS (04.09) used in port to give a decorative appearance to furled sails. At sea, furled sails are fastened with long gaskets.

Head. The upper part of anything, in this case the sail, including its upper edge.

Laskets. Small lines, like hoops, sewn to BONNETS and DRABLERS in order to secure them to the sail above.

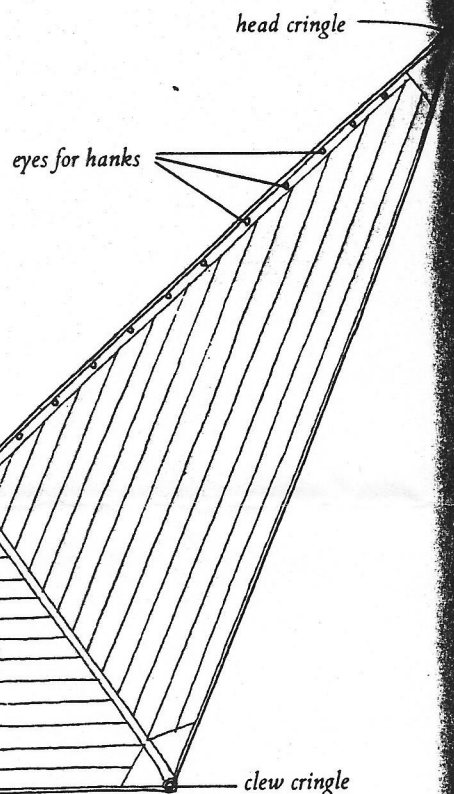
Leech. The side edges of a square sail. Also, the after edge of a fore-and-aft sail.

Mast hoop. Sliding ring of wood or metal which attaches the edge of a fore-and-aft sail to the mast.

Mast lining. Extra piece of canvas attached to the back of a topsail to protect it from wear against the mast.

Monkey seam. Extra-strong seam sewn down the centre of a sail during its manufacture. The selvages of the centre cloths are overlapped, stitched and TABLED.

Naval line, or navel line. Rope hanging from the mast-head passed round the truss supporting a yard to keep it up.



Nock. Forward upper end of a sail set on a boom.

Peak, or peek. Uppermost corner of a gaff sail.

Pricking the sails. Practice of sewing a middle seam between the two side seams joining two overlapping pieces of canvas. This was usually done when the sails were worn, though it would be done at the start with STORM SAILS (04.10), which needed the extra strength.

Reef. Area of a sail between the head and any of the REEF BANDS.

Reef band. Narrow band of canvas, sewn along the REEF-LINE (04.09), and pierced by eyelet holes for the REEF POINTS (04.09).

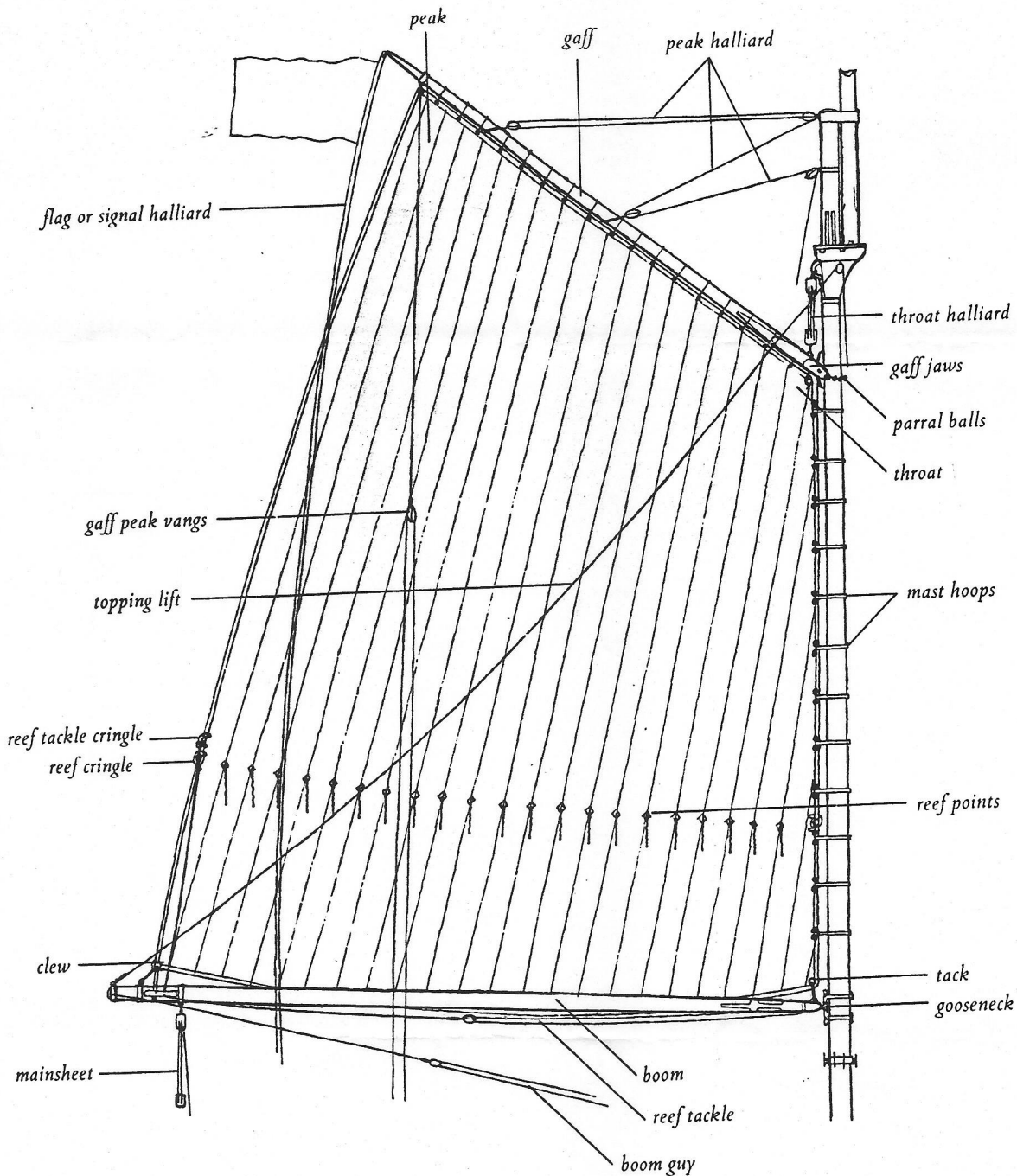
Roach. Curve of the edge of a sail, either inwards, as in the case of the centre of the foot of a SQUARE SAIL (04.10), or outwards, as in the luff of a jib.

Round seam. Seam joining the edges of two pieces of canvas without overlapping them.

Sailcloth. Canvas made from flax or cotton of a quality suitable for sail-making.

Sail clutch. Iron band used as an alternative to a hoop to hold a sail to a mast.

Sail cover. Protective cover, usually made of canvas, placed over a furled sail.



Sail hoops. Hoops of wood or metal attached to a sail and passing round the mast, enabling the sail to be raised or lowered.

Side stitch. Extra line of stitching on the seam of a sail giving additional strength.

Slab. Slack part of sail which hangs down when LEECH LINES (04.09) are hauled up.

Spectacles, or spectacle clew, or spectacle iron, or clew iron. Fitting consisting of three or four metal rings,

used at the CLEW (04.12) of a sail to take the BOLT-ROPE, sheets and other ropes.

Stay holes. Hole in the front edge of a staysail or jib to take the lacing or hanks by which the sail is fastened to the stay.

Strain bands. Bands of canvas reinforcing the belly of sails against strain.

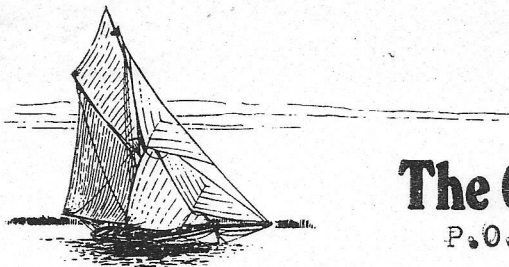
Table (vb). To reinforce a sail's hem by turning the edge over on itself and sewing it down.

Tabling. Broad hem on the edge of a sail, to strengthen the part sewn to the BOLT-ROPE.

Tan (vb). To preserve sails by soaking them in an extract of oak bark. Later, other items were used in the preservative. The method produced the brownish-red sails typical of Thames barges and similar vessels.

Top lining. Lining on the after part of a sail to prevent chafing against the rim of the top.

Wrinkle. Crease in a sail, when it is set, or a small bulge in a furled sail.



Oct 88

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PRESIDENT'S REPORT.

The Balance Sheet attached shows cash at \$60.37, no further income is due until March 1989. & it is inevitable that fees will have to be increased next year.

The \$10.00 fee rate was struck in 1981 when postage was 21cents, naturally all other items have risen accordingly, I would suggest a motion to increase fees to \$12.00 to \$15.00 payable 1st Feb.

Newsletters are the greatest expense & due to the necessity of contacting members we have provided 3 newsletters in 7 weeks, ie. average 16 days apart, the cost is approx. \$25.00 per issue, dates 26/7/88, 10/8/88, 15/9/88.

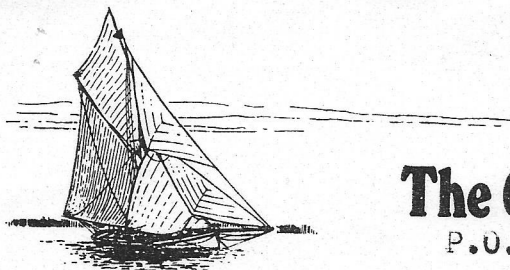
Postage	\$14.80	
Photogopying	8.00	
Stationery	3.00	
	<u>\$25.80</u>	Total \$77.00

we can expect 4 more issues up to March which we cannot afford.

I personally believe a bi-monthly issue is sufficient & a phone message would suffice to cover any extra activities.

We cannot afford to send letters to unfinancial parties & this has been in effect for some time.

Frank Marchant.



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BALANCE SHEET AS AT 18/10/88.

<u>1987.</u>		<u>Income.</u>		<u>Expenditure.</u>	
	B/F	230.90		B/F	200.05
	Fees	115.00		Postage	42.76
	Pennant	20.00		Pennant B.A.	1.50
				Stationary	10.76
				Phone	19.50
				Photocopying	9.20
<u>1988.</u>	Fees	310.00		Postage	86.58
	Race Fee	50.00		Stationary	17.88
	Trophy Don.	5.00		Phone	24.00
				Photocopying	77.50
				Trophies)	122.80
				Engraving)	
				Refreshments Sloop	20.00
				P.F.S.	22.00
				Cheese	10.00
				English Magazine	6.00
<hr/>					
		730.90			670.53
				Cash in hand	60.37
<hr/>					
		730.90			730.90
<hr/>					

34 Financial Members

8 Unfinancial "

23 Vessels on Register.