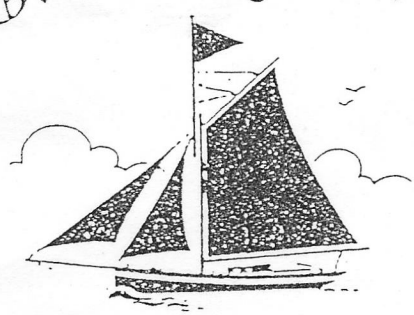


OCT 9

Old Gaffers Association

FILE
Husby

President. Frank Marchant.
Tel. 3840783.
Vice Pres. Doug Rickman
Tel. 4501016.



P.O. Box 111, Claremont.
6010.

PRESERVING AND PROMOTING GAFF RIG

~~BRITAIN~~
PRESIDENT. FRANK MARCHANT.

P.O. BOX 111 CLAREMONT. W.A. 601
Telephone. 3840783.

OCTOBER, 1994. NEWSLETTER.

Members,

Arrangements for the coming season have been finalized with E.F.Y.C. as follows:-

- Sunday 20th November, 1994. 1st Heat Championship.
- Sunday 15th January. 1995. 2nd Heat Championship.
- Sunday 5th February, 1995.
- Sunday 26th February. 1995. 3rd Heat Championship.

At this time we must bring to your notice the amount of time spent in organizing these events which ensure a good day of competition for you the competitors, firstly Doug as Sailing Master makes an appointment with John Tissot, The Secretary E.F.Y.C. & together plan the sailing calendar, Doug then contacts me & I prepare the Newsletter Doug lives approx. 10 miles away so covers at least 20 miles in this exercise. My contribution is to get coins for photocopying machine wait for chance to use it, buy stamps, envelopes, address same & dul post them.

We had offers from members to do the photocopying which is appreciated however, the original draft has to be delivered to the person & late the finished newsletter picked up, this can involve a lot of miles & time, so it is more sensible to stay with the present system. The point I am endeavouring to make is the time & effort made in ensuring the fleet can compete.

Last Sunday one vessel only fronted the Start Line "Roamarick" we are aware that some idle chatter about going through the bridges would be hard. this of course was a scare tactic & no doubt kept some away, this day was the official opening day of the season for E.F.Y. an important day for any Yacht Club & in view of the continuing support we have from the Club we as a matter of principle should have fielded a fleet instead of which we had to apologize to the Committee for our absence.

The above remarks will perhaps shed a bit of light on the efforts used in keeping our club active.

Frank Marchant.

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firstly Doug as sailing master, organises as
above.

A letter of thanks was sent to the Commodore of Mounts Bay Sailing Club. This courtesy is always covered by myself whenever the occasion arises.

Over the last ten years the OGA has become well known & respected, we now have an excellent venue(The STAWA Room) for our meetings, including Coffee-Tea facilities & Video, the big plus is we have an active racing program well conducted & generously supported by E.F.Y.C.

When I first took over as President the racing programme had been abandoned, I was lucky in that access was available to most of the Yacht Clubs & we were able to reinstate a racing calendar this was mainly through Perth Flying Squadron, we were guests there until the New Commodore & Committee took over & created a new program for their fleet of yachts, which naturally had

A member present at the last meeting expressed the view that a letter of thanks should be sent to the skippers of OCA Craft who escorted Endeavour from the harbour.

I have in my eleven years as president done quite a lot, however the above really is a new train of thought.

Any event such as the Endeavour Escort involves planning, attending a meeting, printing instructions & charts, in my humble opinion any letter of thanks would be addressed to the above dedicated workers, first to would be Brian Phillips who obviously has had his hand in this event, the OCA had the prime position in front of Endeavour, the correct Protocol in the yachting fraternity should place the Royal Clubs in this role.

The Skipper & passengers on his yacht were amply compensated by being involved in an event which will become history & cannot be repeated.

er swing to N.F.Y.C. who have always
welcomed our presence, their start team
makes sure all craft are timed correctly &
proper course is maintained. The only
time the start team get upset is when any
craft goes through the Start line whilst
their fleet are racing, even if the fleet
is well up river. This rule still applies
& could earn the culprit disqualification.

Frank Marchant.