



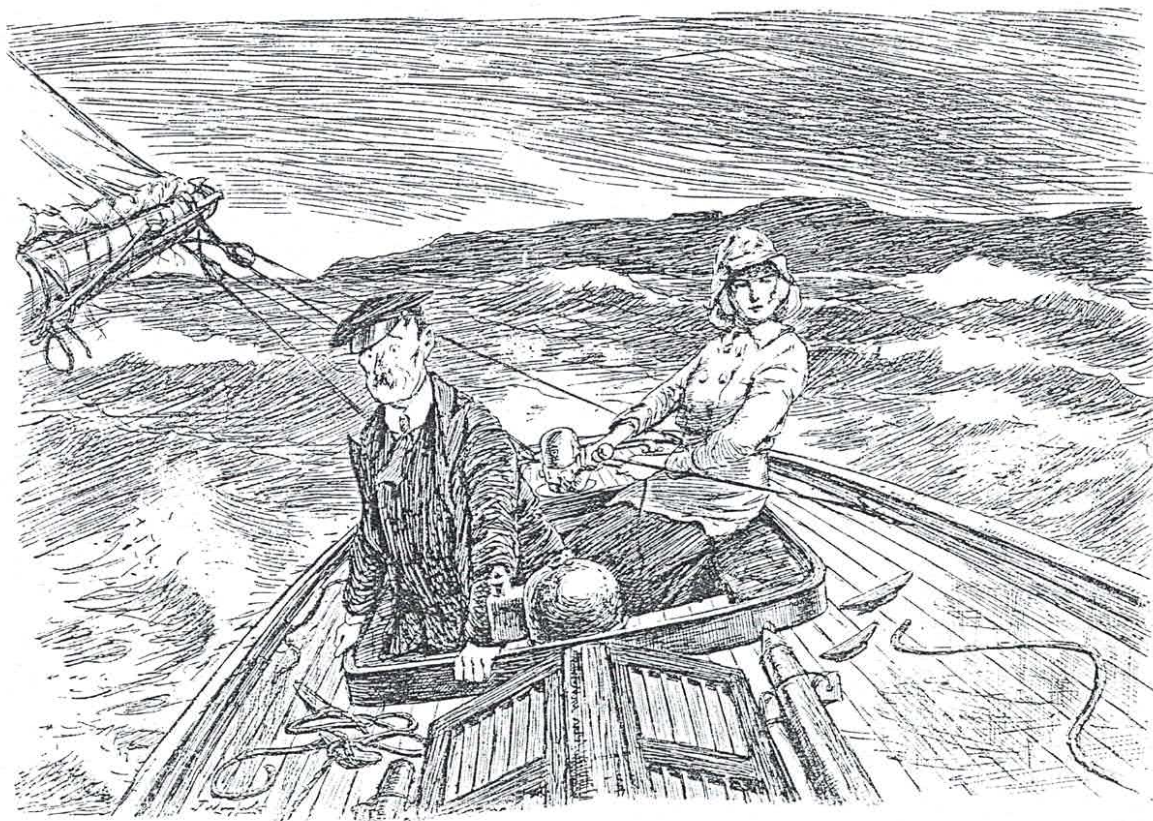
Old Gaffers Association

WESTERN AUSTRALIA INCORPORATED

Preserving and Promoting Gaff Rig

DECEMBER 2001

President	Chris. Bowman	20 Bristol Ave. Bicton 6157 Ph 93395785
Vice President	Mike Iggesden	4 Crawley Ave. Crawley. 6009
Sec/Treasurer	Shirley Cook	6 Baskerville St. Mundijong Ph 95255275
Newsletter	Mike Iggesden	4 Crawley Ave. Crawley 6009 Ph 93864128



A MATTER OF TEMPERAMENT—NOT SEX.

How attitudes have changed for the better since this 1910 Yachting World cartoon!

NEXT MEETING Thursday 17th January 2002 East Fremantle Yacht Club at 7.30pm
Regatta Committee 6pm.

To be followed by a video of the 150th Anniversary of the America's Cup at Cowes U.K.

EDITORIAL

Cast your mind back to the best times you have experienced afloat since you started sailing. Some of these times would not, of necessity, be all warm and cuddly – they could even have been quite stressful – but inevitably, in retrospect, even they could still qualify as ‘best times’, shared with family and or friends. There are, of course, serene, sometimes mystical moments of single handed sailing but the really joyful, heartwarming times are invariably shared with other people. Human beings are, after all, essentially sociable creatures.

Racing, cruising, pottering or just sitting on the mooring enjoying morning tea is often more enjoyable in the company of friends.

I grew up in the 1930’s devouring books written by children’s author Arthur Ransome. OGA member Diana Hewison recently loaned me some current journals published by the Arthur Ransome Society which indicate that children of today still enjoy and are happy to relate to the stories of everyday boating adventure written all those years ago.

Sharing little boats, camping, exploring and socialising, stories which had inspired their grandparents to ‘go and do likewise’ and proving that a boat used at its best can be a means of bringing people together. Mary and I have made lifelong friends through playing boats. No matter the age group or the time in history, here is probably the most important objective to add to the aims of the OGA. It is not already your practice, I recommend you invite folk, be they fellow boat owners or not, to come out for a sail or two. I’m sure you will be the richer for it.

PRESIDENT’S LOG

Here it is, another year gone, another Christmas arrived, another sailing season half completed... seems as if someone has wound up the time spring a little too tight and let it fly!!!

I blame it all on the electro-modern age. Before TV’s and computers and mobile phones and e-mail and faxes and all of the other gear that seems to entangle our daily lives, time moved along at a respectable pace. You could see, smell and enjoy the seasons, could sit on a hot afternoon and not be paged, or worry about being somewhere else, and the only thing buzzing you would be a fly!

Now it seems we’re all on the run, and the pace is picking up!

Everything is digital and lighter and faster with more and more and more and more options. We have voicemail and answering services in Queensland to cover the times when we can’t be in three places at once, but should, when we don’t even have time to answer the phone that’s hooked strategically to our belt!

There used to be 24 hours in a day, but I swear now they’ve shrunk to about 8! My son was 7 last night when he went to bed, now he’s 11, and tomorrow he’ll be shaving.

I think its about time I went sailing again, and get my time compass re-oriented. Watch the sun go down, and the stars come out, feel the Tradewinds on the back of my neck; watch a moonlight squall sweep down from windward, and blow past. Be called to morning watch, and see the sunrise out or a heaving, relentless ocean. Get lost in the motion and salt and brine and rhythm of the sea, for days upon end. The sails fill, the rig creaks and the flying fish skim by until the landfall, and the voyage ends....

I could go on and on, I suppose, but it’s late, and I’m still at the computer. Better e-mail this to ol’ Captain Igglesden or else it won’t make the newsletter!

Sail Ho!
Chris Bowman

PHOTOGRAPHIC COMPETITION

The OGA in the U.K. have exhorted us to send in entries to their ‘Photograph Competition’. Pat Reid sent in a prize winning entry earlier this year. Without a doubt, W.A.OGA members could make it two in a row. Details elsewhere in the newsletter.

It was mayhem to a very mild degree, so unlike the farewell as depicted in our last newsletter, when the welcome home fleet escorted WA's beautiful barque 'Endeavour' replica to her berth at Victoria Quay on 15th of December 2001.

Amongst the Old Gaffers seen at this welcome home were "Karina", 'Oriol', 'Mayflower' and 'Swallow'.

International Photograph Competition

For this competition there is an upper size constraint on the photographs you may enter in the competition, you may enter the competition with any size photograph, postcard size or bigger, up to 12" x 10" that you have.

The winning photos will again be covers for the Gaffers Log and the prizes are worth having as well, a total of £250. Entered Photographs will appear on the website

Photo Comp Rules 2002

1. Categories A/ Best Photograph of a GAFF RIGGED BOAT
B/ Best General Sailing Photograph
2. Each entry should be postcard size or bigger.
3. The competition is open to all fully paid up members of the O.G.A. Entries from professional photographers are not allowed.
4. All entries must have on the reverse side,
 - a/ Name & Membership No
 - b/ Subject of Photo + Date + venue if possible.
5. By entering the competition, entrants will be giving the O.G.A. permission to publish your photograph to further the aims of the O.G.A.
6. Entry is free to paid up members of the O.G.A.
7. There is no limit to the number of entries from any one person but there is no category for professional photographers.
8. Closing Date will be Sat. 16th March 2002.
9. Entries to Peter Lyons, 4 Knockdene, Bangor, BT20 4UZ

N. Ireland

It is Clive Jarman's firm belief that this recipe is a *must have* addition to all sailors cookery books.

Ships biscuits recipe for wayward sailors.

You'll need 2 cups of flour, ½ cup of water(fresh), ½ cup of sugar, a teaspoon of baking soda, a teaspoon of salt, nuts and a bottle of rum.

Sample rum to check for quality. Take a large bowl. Check rum again to be sure it is of the highest quality, pour one level cup & drink – repeat.

Grab a large spoon or whatever, beat one cup of butter in a large fluffy bowl. Add one spoon tea of sugar & beat again. Make sure the rum is still O.K. Cry another tup.

Throw down the spoon. Break two leggs & add to the bowl & chuck in a nup of cuts, grab spoon again & wix mell. If nuts get stuck to spoon, pry it loose with drewscriber. Sample rum again to check for tonsisticity.

Next sift two cups of salt,or something. Who cares? Check the rum. Now sift the lemon juice & straining your nuts. Add one babblespoon of drown sugar, or whatever colour you can find. Wix mell. Grease the ove. Turn the cake pan to 350 gredees.

Don't forget to frow the browl overboard and beat off the shpoon. Check the rum again, inspect the lubber warp & retire to bunk.

Maptain Corgan.



BELIEVE IT OR NOT...

If the wind's before the rain soon you may make sail again.
If the rain's before the wind your sheets and halyards you must mind.

The first bermuda rigged boat on the Swan River was Captain Stirling's cutter from the HMS Success. She made an exploration of the Swan in March 1827.

A bullrope is any length of rope which is used to prevent chafing.

This article was originally published in the Maritime Heritage Association Newsletter, March 1994. Frank and his wife Norma worked tirelessly for our Association for many years and were made Honorary Life Members. The Association blossomed during the years Frank was President and he became our patron upon his retirement from that position.

Something to Tell Your Grandchildren?

Frank Marchant, President of the Old Gaffers' Association, reports on a recent Royal visit to a small gathering of their craft:

Mr. Hugh Samson, State Director of the recent visit by His Royal Highness, the Prince of Wales, approached the Association in relation to the Premier's proposal that the Old Gaffers be involved in some way with a visit by the Prince to the old WA Rowing Club boathouse currently being restored.

As a result, the Association put on a mini Spithead Review, by mooring six yachts adjacent to the building, to await the Regal inspection. Prince Charles then boarded the Police rubber duckie and visited each yacht in turn - chatting amicably to those on board, who appeared to thoroughly enjoy themselves.

The yachts involved were: ROAMARICK, Doug Rickman; DELTA, Brian Axcel; CORINTHIA, Alan Horridge; KARINA, Wally Cook; ORIEL, Mike Igglesden; and NEW YACHT, Brian Phillips. The Association's craft moored in line, making a fine sight which some of the older spectators would remember when other yacht clubs used to be located there - clubs such as the Perth Dinghy Club, Perth Flying Squadron, and Perth Yacht and Boat Club (now Royal Perth Yacht Club).

The day ended with an invitation from the Premier and Mrs. Court to skippers and crew to a reception in Government House gardens.



'Reviewing the Fleet'
Prince Charles talking to OGA
representatives 31st Jan. 1994.

Mike suggested to him he might prefer a sail with us instead of his official engagements that afternoon. This idea was greeted with a wry smile.

Photo by Mike Igglesden



✕ International

Yacht Paint

This article by marine artist and historian Ross Shardlow first appeared in the June 2001 edition of the Maritime Heritage Association Journal.

LITTLE DIRK LIFTING HER LINES

As a result of the enthusiasm generated by the previous LITTLE DIRK article, several MHA members recently journeyed to Carnarvon to lift her lines and record her shape for posterity.

The idea was put forward by Bill Leonard of the WA Maritime Museum. He emphasised that recording the shape of old boats is, perhaps, even more important than rebuilding them and that this was something the MHA could seriously consider doing. Ray Miller endorsed the suggestion and offered his experience and the use of his equipment to put it into effect. The current custodians of LITTLE DIRK, Ray and Dianne Fidock generously offered free accommodation at their Carnarvon Beach Holiday Resort. No fewer than nine MHA members came forward to sacrifice their time. After drawing lots and eliminating all those whose name didn't start with R, we managed to reduce the team to Ray Miller, Rod Dickson, Ross Shardlow and Ron Richards, four being the maximum number we could fit into the Shardlow van along with the assortment of equipment and tools required for the task. As Carnarvon is a long haul, Jill and Peter Worsley generously provided a very much-appreciated halfway house at Geraldton, a fine opportunity to devour Jill's culinary delights and Peter's library.

LITTLE DIRK was raised from a mud creek years ago and has been sitting chocked up on the hard standing in the open ever since. Despite her age and abuse she has managed to hold her shape rather well, aided no doubt by a massive false keel that replaced her original centreboard. We were sadly aware however that we had caught her just in time as she is beginning to sag around her props, her bows are laced together with ropes and she is declining in her port quarter. Therefore we chose to lift her lines off the starboard side.

A close examination revealed a remnant waterline scribed into her timbers from which we were able to fix a parallel 'tightwire' from stem to stern to form our datum line. There are various

methods of lifting the lines off a boat. Ray's choice in this case was to use a wooden, lockable chain that can be pressed against the side of the hull and set to that shape by tightening each link in the chain thus forming a template that can be transferred direct to the draughting board.

We kept to Imperial Measure, sectioning off the stations at two-foot intervals from the maximum beam and working to one sixteenth of an inch tolerance. Perhaps in a future article we will describe this method in more detail. While Ray, Rod and myself grovelled about in the dust and prickles inside and underneath the boat, Ron busied himself taking some 150 photographs which in conjunction with the internal measurements gave us a fairly accurate representation of LITTLE DIRK.

While all this was happening, Ray Fidock, acting on a vague recollection that the spars were said to be 'somewhere about', lead a land party to a chook shed on the other side of town and, to our amazement, recovered the mast, boom and gaff, which were in better shape than the boat itself. The haul also included a headsail. A search for the rudder and bowsprit proved more elusive, in fact we are not sure that she had a bowsprit, though a sawn-off bolt in her stem suggested a bobstay. While discussing this, Ray Fidock recalled that some years past, while under previous ownership, LITTLE DIRK had been moored bow on to a seawall and as the tide came in her bowsprit caught under the wall's railing and as the boat rose on the tide the bowsprit snapped clean off!

From the start it was clear to us that LITTLE DIRK would never go to sea again. On the other hand, we believed that she would make a fine static display if she could be put under cover. Ray Fidock took up the challenge and alerted the Carnarvon Heritage Group of our activities and invited them over to see what we were doing. The Group is a refreshingly progressive organisation and already has responsibility for the preser-

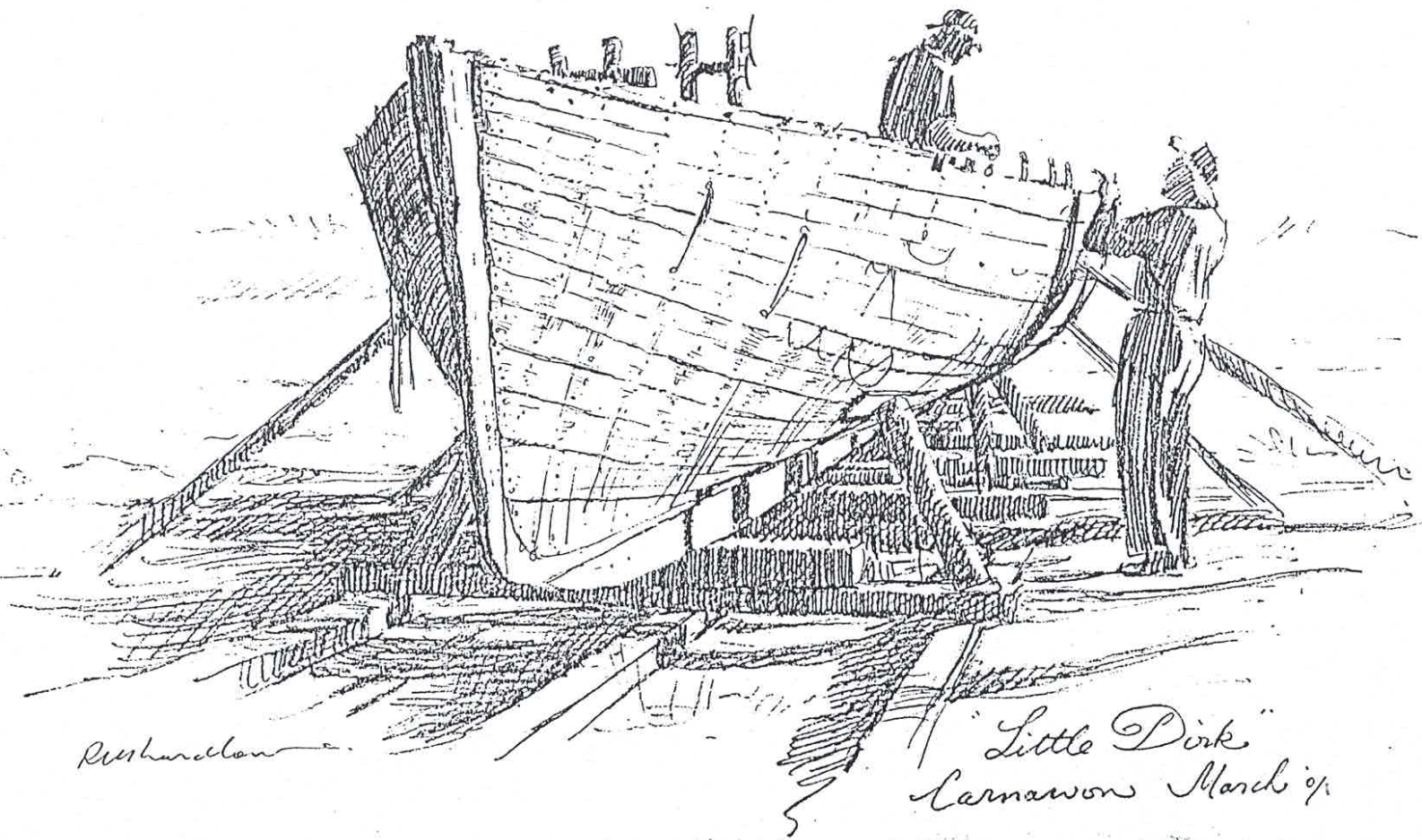
vation and protection of the mile long Carnarvon jetty (currently under restoration), the lighthouse keeper's cottage, the 'Kimberley' steam locomotive, abundant rolling stock and transport machinery (including the steel lifeboat off the World War II German raider KORMORAN). Pending our final report and recommendations and Ray Fidock's good will, there may be a place for LITTLE DIRK in the Heritage Group's collection

The ever-diligent Ray Fidock recently uncovered another gem of information in a copy of Garry Kerr's *Craft & Craftsmen of Australian Fishing, 1870-1970* in which the author states

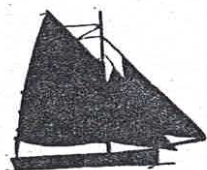
In the 1920's Robin (Bob) Gourley [East Fremantle boatbuilder] built a number of boats in the 28 to 32 foot range, which were of similar rig and layout to the half deckers previously mentioned, except that these had a round stern with outboard rudder. This type of stern was built nowhere else in Australia, and is believed to

have been introduced to this country by Gourley from his native Scotland. Boats he built with this type of stern included the LUPIA (sic LUPA), FELIMINA and MAFALDA. The idea was also copied by other builders. If it were not for the outboard rudder it could be described as an elliptical stern, but Gourley referred to it as a cart wheel stern, and sometimes a rim stern. The intention of the round stern was to give a clearer quarter when shooting nets, than that which a square stern offered.

When Ray Miller completed his beautiful lines plan of LITTLE DIRK he showed it to Bill Leonard at the Maritime Museum. Before Ray had finished unrolling the plan Bill, who is a Scot, exclaimed, "Ooh, I'd know that shape anywhere - that's a Loch Fyne Skiff, a common fishing boat in those parts of Scotland. They are also called a 'Nobby' but the locals call them a 'Nabby'."



OGA members **Pauline and John Dilley** (Mayflower) had a small problem the other day with the self furling gear.



There was mayhem last weekend
On the foredeck
When my hubby had to mend the self furler
On the foredeck
Hanging on for dearest life screaming 'where's the bloody knife?'
Trying to clear the tangled lines
On the foredeck
There's a moral to this story and it's true
That the stringy bit you pull must not skew
Must be kept taut at all times and as long as it all rhymes,
There'll be no further blood
On the foredeck.



Thankyou Pauline and John. It is nice to now that other people have days when all is not sweetness and light!

DATES TO REMEMBER

Thurs. 17th January 2002

General Meeting at East Fremantle Yacht Club 7.30pm.
Regatta Committee will meet first at 6pm.

THESE MEETINGS WILL BE FOLLOWED BY A VIDEO OF THE 150TH
ANNIVERSARY OF THE AMERICA'S CUP HELD AT COWES U.K.

Sat. 26th January 2002

Rockingham weekend. Apparently this is a long weekend since Monday is to be made a holiday. Sail from Fremantle or trail down any of the three days to T.C.Y.C. hardstanding at Pt. Peron. Cooking facilities, toilets, hot showers, B.B.Q's, fridge, tea and coffee available. B.Y.O. everything else. Moorings available to borrow. Camping area. Great weekend. If interested in participating let Shirley or Mike know by the 20th January.

Early in the New Year.

There will be a sail to Rottneest on a date to be arranged.

