

Baggywrinkles

Volume 2012, Issue 3

August 2012

AGM turnout encouraging

The attendance at the AGM, held in July at the JoPYC, was about par for the course. However, there were encouraging signs, with new members who appear keen to take up the challenge of bringing in more social sailing activities, particularly in the C Fleet area.

While this won't necessarily exclude larger boats, it will make for family-orientated sailing, which was a major part of the association's activities around two decades ago.

The committee remains the same as last year with the exception of the position of treasurer which has been filled by new member Mike Foster. Welcome aboard, Mike. Retiring treasurer, Colin Aburrow, we thank profusely for his years of good accounting.

Next General meeting will be held at The Centre for Learning Technology, UWA

1930 start. Topic for the night will be

ELECTRIC MOTORS

Committee contact details:

President	Owen Stacy	8A Lantana Avenue Mt Claremont 6010	411264519
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Webmaster	Jeremy Stockley	28 Saunders St Swanbourne 6010	93853910
Membership	See Sec. above		



A Raft of Raiders (Portsmouth, UK)

Swan River Raid?

At the General meeting which followed the AGM in July, James Bennett put forward the idea of organising a "raid" on the Swan River which, should it eventuate, will be a mammoth undertaking and deserve all the support we can muster. James explains how raids are run and outlines his proposal below.

A "raid" is an organised rowing and sailing adventure/race for traditionally styled open boats under nine metres in length. The boats may be traditional, replicas, GRP, powered by sail and oar. A "raid" is aimed at boats such as Drascome Luggers or Longboats, Ian Oughtred designs (Ness and Caledonia Yawls), Swallow boat designs, Scout Boats and any other non-racing type of sailing boat. In Europe, raids can be weekend events or can last up to a week and involve sailing along a line of coast or lake using sailing clubs as bases and are generally escorted by the organisers' rescue boats and other support craft.

Continued on Page 3



PRESERVING AND
PROMOTING
THE GAFF RIG

Hidden treasure

behind the scenes at Fremantle Maritime Museum

Sunday August 19 at 10.00 hrs saw a group of Gaffers hanging around the Western most car park at Fremantle wharf opposite the entrance to the "A" shed.

The event was the invitation from Bill Leonard to view the museum's collection of historically significant boats that are not on public display.

It was close to 1030 am with nothing happening when Ted Schmitt said he had seen a couple of people near the submarine display at the South West end of the car park. So he and Jeremy took off to investigate. A few minutes later they hove into view again with Jeremy waving his arms as a distressed sailor might.

We all traipsed towards our intrepid secretary and around a couple of buildings entered the museums workshop where Bill was waiting patiently for us all.

A slight breakdown in communications had occurred as to where we should meet.

Bill wanted us to view the work that is carried out in the workshop so that we might better understand and appreciate the boats in the "A" shed.

In the workshop was a flat bottomed dory that was built in Albany and is the last of the particular fishing boat that is peculiar to the town. What makes this boat remarkable is the stern section. Instead of having a flat boxy transom as is normally seen this vessel had a small wineglass sectioned stern. The design gave the boat a cleaner exit and so less drag for the rowers, and also provided directional stability as a rudder might.

Bill had just completed taking off the lines of the boat and showed us the plans that had been drawn up. These were really beautiful drawings with every particular of the vessel's build, scantlings and offsets. A very painstaking achievement.

In his little drawing office he also showed us the set of drawings for a Shark Bay Lugger. These were of a pretty looking clipper bowed gaffer that was used for trawling in the Shark Bay. This particular set of drawings plans was also his reason for us to start at his workshop before moving to the "A" shed where the vessel is kept.

After checking out the rest of the workshop we all moved over to "A" shed.

When Bill opened the door and we tramped in we were confronted by the Shark Bay Lugger. I say "confronted" because that is how it struck me.

In front of us was the 'remains' of the lugger. It was in a shocking state. The starboard hull had separated from the stem and was laying almost flat. Likewise the Port hull had lain over in like manner. It was like an opened flower though not as elegant.

It was almost impossible to recognise this wreckage as being the same vessel Bill had drawn. The conservators had pulled the hull carefully together before they had then taken off the lines. After they had all the measurements they then gently let the hull halves separate and lay down again on a specially contoured cradle.

Bill pointed out the unusual reverse sheer of the after deck. This was designed to facilitate the trawl ropes as they came over the stern and reduced chafe.

The "A" shed contains 45 boats and vary from gaffers to speed record breaking hydrofoil power boats. There was a two man rowing shell in cold moulded ply on a light frame. Somewhat different to what we saw at this year's Olympics! There were also a couple of boats offered to anyone who would like to take up the challenge of a rebuild.

The shed is literally bursting at the seams with boats that due to space are unable to be shown to the public. Moving around the vessels at times amounted to squeezing between hulls or even moving something to get through. Some boats were in very good condition, others needing some TLC.

Bill has made an open offer to anyone interested, to drop by the workshop at any time.

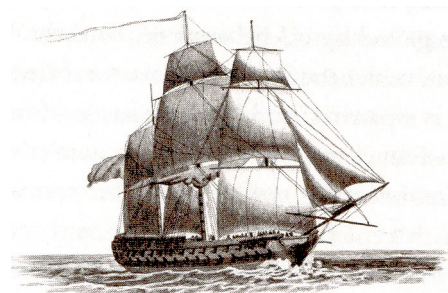
After the tour of "A" shed most of us meandered down to the cafe/restaurant in the East end of "E" shed. I pleasant meal with friends and then we dispersed for our various destinations and homes.

It was another successful and interesting social event attended by 18 members.

Thank you, Brian, for arranging the visit.

If I've omitted some important aspect, I apologise. Unfortunately at times I was not able to get close enough to Bill when he was explaining some of what we were viewing.

Colin Aburrow



Raid continued from page 1

Raids are primarily a social gathering and can be run as non-competitive events, but typically at some stages there may be sailing and rowing races for the more competitive participants, however the focus is to enjoy sailing in company with owners of similar boats.

The word raid in this instance comes from the French organisers of the pioneer events and isn't meant to imply plans to attack homes and villages en route!

Becoming popular in the 1990's, successful raids have been held on the Douro River in Portugal, the Great Glen of Scotland, and in Sweden, Finland, Italy and Holland.

To enter, boats need to be equipped with sails and oars, comply with local safety regulations and must be capable of surviving a capsize and to be righted unaided to carry on sailing. They will be expected to cover about fifteen nautical miles daily.

Swan River past the city and on to Maylands Yacht Club/Bardon Park foreshore. This is a one-way distance of about 5.6 n.miles This part of the raid will be a 'sail in company' event. If the wind is light or adverse the course can be shortened just prior to the Causeway Bridge or at the entrance to the Claisebrook inlet. The



First event

For the first event in Perth, it is proposed that the "raid" participants use the Matilda Bay ramp and base themselves at the Sea Scouts Hut at Pelican Point (if permission is obtained). If not, then the raid base will be the Matilda Bay foreshore.

The program could look something like this.

Saturday

By 10 am; all boats launched and owners/crew meet for a briefing at the Sea Scouts hut, or beach next to boat ramp. The proposed route for Saturday is to sail from Matilda Bay up the

causeway Bridge will require all boats to lower their masts and row through the arches. Once everyone has arrived at Maylands and been refreshed, a pursuit race back to the Scout hut at Pelican Point will be started.

In the evening a BBQ will be held at the Scouts Hall/Matilda Bay and if permission is granted participants can either camp or use the hall overnight.

Sunday

By 9.30 am; all boats launched and owner/crew meet for a briefing at the Scout Hut/boat ramp. Sunday's course will be to sail up the Canning River to the Shelley Sailing Club for lunch before returning to Matilda Bay/Scout Hut. This is a one-way distance of about 5 n.miles. If the wind is light or adverse the course may be shortened just before the Canning Bridge or the north bank just before the Mount Henry Bridge. The Canning Bridge will require boats to lower their masts and row through. The return leg to Pelican Point may also be a pursuit race.

We will close the Raid with a short presentation at the Scouts Hut/Matilda Bay at 4.30 pm.

The rules will be similar to those for the Sail Caledonia Great glen Raid as shown in this link: <http://www.sailcaledonia.org/page33.html>

The following links may also be of interest:

<http://www.sailcaledonia.org/>

<http://www.raidengland.org/>

<http://www.velaraid.it/eng/index.php?lang=en>

**More pictures
taken in
Portsmouth**

James Bennett

Retro Series starts soon

The Retro meeting on Wednesday evening was good, and the Committee had good ideas to accommodate OGA's needs.

The races have been booked with Swan River Racing as follows:

14 Oct; 10:00 hrs start, mid-river, finish at RPYC

18 Nov; 13:30 hrs start, mid-river start, finish at RPYC

16 Dec; ditto

13 Jan; ditto

17 Feb; ditto

10 Mar; ditto

21 Apr; 10:00hrs start, finish at RFBYC

The 10 March race will be called the Canobie trophy, but I didn't have to promise any sponsorship or anything from OGA.

The Committee have decided to have a single start for all races, unless there are too many boats They will decide on the day, as they have in the past.

They will run two fleets within this race. The A Fleet, generally for larger, faster craft, will do the full course, of approximately 9nm length. The B Fleet course, for slower craft (smaller gaffers generally, but there are a couple of slow sloops too) will be shortened by dropping two marks within the race, to have a length of about 6nm.

They will run a consistency scoring for both fleets, based on not dropping any races. Retro races series probably will not award an overall consistency prize, but they will give us the results with adjustment, to allow OGA to run an overall consistency award, if we want it. So boats like Thera, Taru and Canobie might run in A Fleet, and smaller gaffers would run in the B Fleet. The Committee will try and allocate boats to the 2 fleets, but will be amenable if boats such as Hebe and Bicton Belle want a choice.

I promised them that OGA would make its best endeavours to get the smaller boats to join in this series, since we now have a race that suits them better. The Retro plan is to get all boats starting together, and finishing as close together as possible. They are very keen to get the post-race raft-ups going, to make it a more social event for all.

I enquired about the planned Concours-de-Elegance too. This is going to be run at RFBYC in March, for all vintage craft, as part of the Duke of Edinburgh Awards. Prince Edward will be opening it. Ross Norgard from RFBYC is the organiser. I think we should get OGA members to support this, as one of our non-race events.

The Retro Committee will publish the final details soon and issue the invitations.

Owen

Gaff Cutter

DiniBelle

for sale

As is in Bunbury \$4850

Dynal sheathed marine ply. Pine mast, spars and hatches. Petter diesel engine (non-marinated). Gaff mainsail and staysail made to order by Taskers.

Contact Ian Morison 0418916709

South of Perth Yacht Club

50th Anniversary of the H28 Fleet

Wooden Boat Race and Rally

Saturday 12th January 2013

Wooden boats, old gaffers,
power and sail welcome

SoPYC H28 50 YEAR CELEBRATION

12.30pm Saturday 12th January.

For further information,
contact John Wright 9364 5236,
Glen Stanley 9364 3354
Richard Steuart 0418 907 792
or Brian Phillips 9525 0065

Entry Fee \$25.00 Entries Close Wed 9 January, 2013



1963 - 2013

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OGA member Robin

downsizing

I have reached a point in time where I need to let go of a few projects, or at least down size some of them. I have four vessels here that have been around for some time and are either taking up space or that I have had a change of requirements for. I have very little time these days to be able to get out on the water and hanging on to these any longer is not really in the best interests of the boats. The following are therefore for sale.

18.00 fibre glass ships life boat, this is of the "Shannon Class" that the club has seen before many years ago, clinker built and the W. A. Museum actually holds the original wooden hull from the ship "Gasgoyne" that was used to make the plug. I have had this one in storage for the last several years and it will need some work, the hull is good, the deck and cockpit floors will probably need replacing. The rudder, bowsprit, boom, gaff, mast and three sails are there, the running and standing rigging will need to be replaced. This vessel, "Lady Rose", will be sold with a mooring at Canning Bridge, close to the Raffles end of the bay and if she does not sell through the club, I will put it on the market through other means in a month or so. I have had this mooring for the last 35 years. It was replaced with new chain and sinker two years ago and I have no further requirement for it now.



20'. 00" Ian Oultred Caledonia Yawl. This is a new build from about seven years ago, has not been in the water and will need some finishing. Marine ply hull, 1/2" bottom strakes and 3/8" topsides, water tight bulkheads fore and aft, the spars are made but lack the fittings, floors are fitted, centre plate is made, the rudder is not and the hull will need to be painted beyond the present epoxy 'Everdure' finish. There is an out board well fitted through the hull to suit a six HP Yamaha out board motor and I have a very heavy duty dual axel trailer that was made for this vessel as I was intending to go overland to the Tassie boat show with it in 2005. I have a new (2004) 6 hp Yamaha out-board that has never been in the water, I will separate the three if required and sell separately. The sails have not been made at this stage, however, I may be able to sort something out in this department if required. She is a new boat that is seven eights of the way finished and will take very little to get it to the water from here.



12'.6" Hereschoff Columbia / Catspaw dinghy and is also a new build, glued clinker built marine ply planking, 3/8" thick with Mahogany trim and laid teak deck. A very similar story to the Caledonia Yawl above, mast, boom, gaff, centre board, rudder, floors etc are all made, watertight bulkheads are fitted fore and aft. Bronze rudder fittings, gooseneck and masthead bands, chainplates, rowlocks etc are all made and polished, sails and oars have not been made for this vessel yet. Vessel is very well built and finished to a high standard and will be a good sailer when rigged out with sails, will row very well too. I have a new trailer for the vessel, unregistered at this time.

12'.6" as above, this boat was built 11 years ago as an open boat and has had a lot of use over this time, sails well and rows well, was towed across the Nullabor in 2001 to the Goolwa Boat show in South Australia and had numerous trips to Albany, Denmark and Mandurah. She is in need of a repaint and the trailer needs a birthday too, re-galvanising will bring this back to new standard. New tires fitted to this about 18 months ago. In more recent years I have rowed this vessel for exercise, seven kilometres a night for three nights a week on Perth Water, we really do have a wonderful bit of water there.

Should any members be interested, the boats can be viewed at any time in my workshop at Orange Grove or the store in Wattle Grove, please phone first, mobile number is 0407 386 066. Prices by negotiation, I am keen to sell but will not be giving them away for silly prices.

Robin Hicks

Lifejackets . . .

useless unless worn



Left and below
right: Robin's
Caledonia yawl

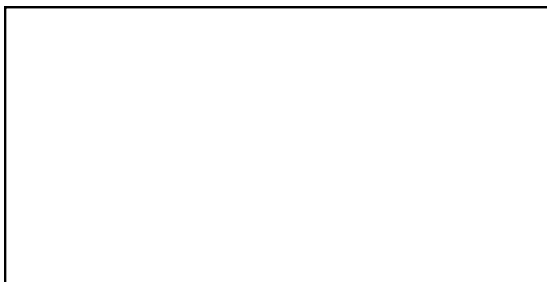
Below: Lady Rose





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

**Newsletter Editor
Alan Abbott**



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The closing date for contributions is the last day of the month before publication month.

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

Dates to remember

- Sept 25 2012** General meeting 19:30 hrs UWA
- Oct 14 2012** Retro race 10:00 hrs mid-river start RPYC finish
- Nov 18 2012** Retro race 13:30 hrs mid-river start RPYC finish
- Nov 27 2012** General meeting venue TBA 19:30 hrs
- Dec 16 2012** Retro race 13:30 hrs mid-river start RPYC finish
- Jan 12 2013** Wooden Boat Rally SoPYC
- Jan 22 2013** General meeting venue TBA 19:30 hrs