

Special Regatta Edition

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Australia Day Weekend at TCYC

The Australia Day weekend at the hard stand TCYC Point Peron was enjoyed by a small but happy band of OGAs. In total six OGA boats visited Point Peron with Oriel and Marco Polo sailing from Perth.

Saturday afternoon saw the boats, their crews and visitor slowing arriving. The evening BBQ saw John Dilley serenading us with some classical guitar and Clive Jarmin let loose with his tin whistle and a sea shanty or two. The crews turned to bed on their boats or in their tents and awakened to find both Karina and Oriel caught by the low tide.

Sunday morning dawned and after a slow breakfast of champagne (courtesy of the OGA - thanks Waley) Wind-A-Way and Mayflower went out for a sail.

The crew of Oriel and Karina had a lovely time on shore catching up with other Gaffers who dropped in for a chat. Swallow arrived at midday and it was a great sight to see the two Drascombe Luggers (Wind-A-Way and Swallow) racing each other across Mangles Bay. According to Geoff his boat is faster although this is strongly contested by Mike! (I did hear talk of some match racing in the near future to



Karina and Oriel high and dry at the TCYC

settle this once and for all).

Everyone had such a lovely relaxed time that we would like to make the event more regular. Informal discussions over breakfast on the Monday morning suggested Easter as another opportunity to get together.

Mike was awarded the OGA Australia Day perpetual trophy this event for "Endurance" having sailed from Crawley all the way to the TCYC.

The weekend went too quickly with Oriel and Swallow sailing back to Mounts

Bay on the Monday morning. Karina also went for a sail to see them off on their way. After losing the wind and motoring most of the way 'Swallow' finally got to sail from East Fremantle on a sea breeze.

A list of participants can be seen on page 2.



Mike Igglesden receiving the trophy for "endurance"

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Special points of interest:

- **REGATTA FLYER IN SIDE**—tell all your friends, hang it up in the corner shop — **ADVERTISE THE EVENT.**
- Sew on OGA badges available from Clive Jarman (telephone 9334 3829).
- OGA email mail list to be set up (send the Assistant Newsletter editor an email—fiona@archae-aus.com.au). Receive latest info and the newsletter in digital colour (Adobe Acrobat Reader format).
- Get those stories, poems, pictures in to the Editor and Assistant Editor to help with the newsletter.
- Deadline for the next newsletter is 16 May 2002.

Committee Contact Details

President	Chris Bowman	20 Bristol Ave Bicton 6157	08 9339 5785
Vice President	Mike Igglesden	4 Crawley Ave Crawley 6009	08 9386 4128
Secretary	Shirley Cook	6 Baskerville St Mundijong	08 9525 5275
Newsletter	Mike Igglesden	4 Crawley Ave Crawley 6009	08 9386 4128
	Fiona Hook	13 Bennewith St Hilton 6162	08 9337 4671
		fiona@archae-aus.com.au	

President's Log

"Of all the living creatures upon land and sea, it is ships alone that cannot be taken in by barren pretences, that will not put up with bad art from their masters" Josef Conrad

I believe Mr. Conrad hit the nail on the head when he wrote these words. A well founded vessel breathes an air of confidence to those who sail upon her. Through the roughest of seas, in the darkest of nights in the most harrowing of gales, a well designed, well built, well rigged, and properly handled vessel will get her crew through to their desired destination. If any of these factors are missing, then trouble, if not disaster, looms on the horizon.

This is equally as true for the round-the-world voyager as it is for the occasional weekend sailor. As most of us know through experience, seawater and wind can be pretty unforgiving, negligence is eventually punished severely, and folly is contemptuously cast adrift. (The voyage of Donald Crowhurst immediately springs to mind).

A completed voyage therefore brings a great sense of fulfilment and achievement; be it to

Rottnest and back, or a circumnavigation of Australia. I hope all of us, in our own individual ways, are experiencing the many pleasures that sailing can bring. In other words: I hope you all have been getting out on the water, and enjoying it!

It is not long now until April 27, when hopefully all of our Old Gaffers sails will be seen parading in style at our annual Regatta. The event is gathering momentum, with all the various pieces falling into place.

A new sponsor have come on board this year; J. Boag & Sons, the Tasmanian Brewer, has taken over the major sponsorship this year. Yacht Grot, Hill Sails and Traditional Marine Services, will provide some of the many prizes that will be handed out.

Royal Freshwater Bay Yacht Club are extremely committed to helping us put on the best Regatta yet, and have offered all their various services to help us run it smoothly. Our own committee has been working hard to make sure that all the details are attended to. I hope to see you all there!!!

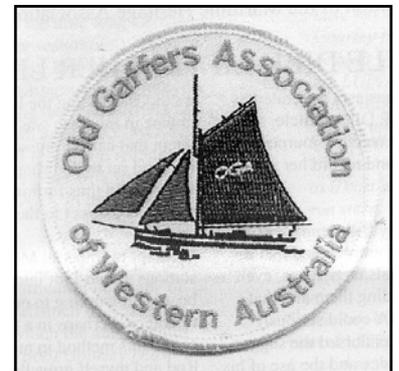


"When mist takes
to the open sea,
Fine weather,
shipmate, it will
be"

OGA Cloth Badges—for Sale

As stated detailed in the last newsletter, Clive Jarman has large number of badges for sale to sew onto your favourite sailing garments.

They cost \$10.00 each and can be ordered through the Secretary using a self addressed stamped envelope.



OGA Australia Day Weekend at TCYC—Participants

The following people attended the weekend (either for the whole time or just for a visit).

John & Pauline Dilley	'Mayflower'
Frank & Roz McCauley	'Escape'
Bill & Pat Sullivan & their friend Penny	'Van Dieman'
Mike Igglesden & Clive	'Oriol'
Geoff Howard	'Wind' A'Way'
Mike & Catherine Robins	'Swallow'
Wally & Shirly Cook & friend Darren	'Karina'

Adrian & Mary Edwards	'Marco Polo'
Des Tickle	
Trevor & Patsy Arady	
Fiona Hook, Bruce Veitch & Jon Hook	
John & Betsy Horley & Girls	



Editorial

'Soon be Christmas'. Well perhaps the phrase is not so appropriate in March but our Old Gaffers and Classic Boat Regatta is certainly nearly upon us. Your Regatta Committee is looking forward to really large participating fleets, especially of OGA members. Even if racing is not your scene do come along and enjoy the day at Royal Freshwater Bay Yacht Club.

If, in your travels, you happen to come across a boat which is either a gaff rigger, or, in your eyes a classic wooden boat, send me any details you can – we will do the rest. We have made our poster this year to be used as a flyer. Do please leave it lying around or pin it up somewhere where it will do the most good!

We have in the shape of Fiona Hook and Bruce Veitch, two members full of energy and enthusiasm for our Association.

Fiona has offered to collate the newsletter. She has an office with all the necessary bells and whistles. They are looking to buy a suitable gaffer. They are exactly the kind of members the Association needs to pull us out of our present doldrums. Thanks to you both.



Caulking! (by Beryl Irving [The Yachtsman's Weekend Book](#) by John Irving and Douglas Service)

At our last general meeting in November it was agreed that, for an optional additional \$6 to membership subscription members could receive 'Watercraft', which is a quarterly journal published by the Wooden Boat Association and is distributed throughout Australia. A well presented informative and interesting publication that I recommend as very good value for money. Prompt payment of this year's subscriptions will be greatly appreciated. We have some bills coming up for the Regatta.



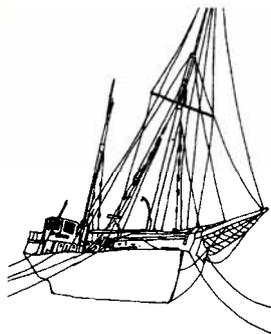
"Mackerel sky and
mares' tails
Make tall ships
carry small sails"

Claremont Museum

If any one is looking for something to do during the week go and have a look at the Claremont Museum. The following is an excerpt from their brochure.

"Select from a variety of commentaries about the historic boatshed. It is the last remaining boat builder's shed on the river.

View our open time-capsule.



Visit the 'commercial centre of town' to see the barber, the boot-maker, the draper and the corner store.

Enjoy the different aromas in the European herb garden.

The museum is open
12 noon—4 pm Monday to Friday
Adults \$2.00
Children & Concessions \$1.00
Museum has wheel-chair access."



An evening sail on a Galway Hooker – Kinvara, Co. Clare, Ireland

By Fiona Hook

On a recent trip to Ireland, Bruce and I had the opportunity to go for an evening sail on a Galway Hooker in Galway Bay.

We chanced on a sign advertising two hour sails on a Galway Hooker while travelling through Kinvara, a beautiful seaside town to the south of Galway City.

We noted that there were three Hookers in the port and a well cared for Manx Nobbie. The largest hooker *An Traonach* was secured at the end of the stone pier so we assumed that she was it, although the sight of the ballast caused us a moment of concern.

The next day we arrived at the pier to meet with the skipper Mehall at 5:00 pm. The tide was still coming in and the Hooker was stuck in the mud. By 6:30 pm the skipper had arrived and we discovered that we were the only passengers and he the only crew for the large and beamy 38ft Hooker. We climbed down to the deck and proceeded to assist the skipper in hauling the main, staysail and jib, while still secured to the pier, facing into another boat with the wind placing us on a broad reach! We then let go with instructions shouted to me, now the skipper, to bear away avoiding the boat in front, the boats tied opposite on the other side of the u-shaped pier and the rocks behind us! With a lot of swearing in a heavy Irish accent (his not mine) we managed with the aid of a hastily thrown anchor to swivel the boat out of the pier and tack up the inlet into Galway Bay. With Bruce and Mehall up f'ward working the jib and staysail I settled down to steering



Kinvara Galway Hooker interior

with some quite heavy weather helm and marvel-ling at the size of the main towering above me.

We were then treated to a three hour sail in 10 knots of wind with the sun setting to the west over the entrance of the bay, absolutely magic. The shoreline was dotted with small white

washed cottages and the odd ruined castle tower. Basking seals inhabited the rocks in the centre of the inlet, who leaped into the water with a splash at the approach of the boat.

The return to port was no less exciting with the wind dying we ghosted into the pier with all sails up on a broad reach, the weight of the boat

ensured that we came in too fast and with the aid of some American tourists a line from the pier brought us up short with the bowsprit just missing the boat secured to the pier in front (again accompanied with a lot of swearing). What an adrenalin rush!

This sail was perhaps one of the highlights of our trip to Ireland and would highly recommend it to any OGA mem-

ber travelling in Ireland. There are a number of Hooker charter companies operating in Ireland, with some offering day sails and overnight trips. Some contact details are as follows: Galway Hooker Trips (Kinvara) - 087 231 1779; The Truelight (Carna, Connemara) - www.truelight.ie.



A Manx Nobbie moored at Kinvara

During a pint of Guinness and a chat with Mehall in the Pier Pub he mentioned that there is an Annual Kinvara Hooker festival - Cruinniú na mBád / the Gathering of Boats - held every year in August, with over 20 hookers sailing it would be a sight to see! (for more information see www.kinvara.com).



Port of Kinvara



"The Galway Hooker was used to transport turf/peat from Connemara to Kinvara until the early 20th Century"



OGA REGATTA—Saturday 27th April 2002

The Regatta Committee wish to invite you and your crew, family and friends to our 5th annual Old Gaffers Regatta.



1800 hrs, we will keep you informed of details.

Mooring facilities will be made available to all par-

Our hosts this year, Royal Freshwater Bay Yacht Club, have kindly offered the use of their wonderful facilities on the Swan River, on Saturday 27th April 2002.

Skippers meeting 1300 hrs.

Racing commences 1400 hrs (approx).

Racing will be governed by the AYF Racing Rules of Sailing 2001-2004. Additional instructions will be given at a briefing, to be held at Royal Freshwater Bay Yacht Club before the commencement of races.

Presentations will be given at the club at

ticipating boats.

Please find enclosed in this newsletter a nominations form. Closing dates is 10th April 2002.

Further information contact Shirley Cook 9525 5272.

None of the above will be possible without the aid of some Old Gaffer Volunteers. If you are not sailing would you please ring Shirley and offer your services to assist in the marquee, organisation – setting up photographs, handing out information to competitors and so on. Taking part in the event will



“When the sea-hog jumps, stand to your pumps”



HILL SAILMAKERS
12 Grey Street, Fremantle 6160
Tel. (08) 9430 7685
Fax (08) 9431 7685
Mob. 0417 964 844



Believe it or Not ...

No one can be declared drunk if they can lie on the floor without hanging on.

The traditional nailed clinker dinghy is a real trap for dirt. It is also extremely difficult to remove paint when it comes to refinishing. With age the conventional nailed clinker dinghy starts to leak and it is then nearly impossible to rejuvenate it.

I printed in large letters the above quotation from one of Michael Verney's books on dinghy building above my workshop bench while restoring 'Oriol'. It could easily have been writ-

ten specifically for her and it appealed to my somewhat perverse sense of humour.

Handsome men are slightly sunburnt
Candidus in nauta turpis color: aequoris unda Debet et a radiis sideris esse niger—Ovid Ars Amatoria

A translation given of the above: 'for a white skin on a sailor is a disgrace; owing to the sea-water and the rays of the sun he should be dark skinned'

How is that for current political incorrectness?



The Maintenance Blues

By Geoff Howard (Wind'A'Way)

I wanted to buy a boat that I could enjoy on the river and on the ocean and could launch, sail and retrieve single-handed. I hate the local boat ramps on the weekends so being a shift worker I have time off during the weekdays and can enjoy being out on the water without too much company. I had owned a couple of craft in the past and thought it might be an idea to get another Surf Cat as I had so much fun on the last one I had.

Mentioning these intentions to my son he said 'why don't you have a look at Murray Sebbes' boat?', he's selling it to buy something bigger. Not knowing that his friends dad had even built a boat he told me all about it so I thought I'd go and have a look. I was introduced to a Drascombe Lugger for the first time and fell in love with it straight away. Something else I was introduced to was the word, pedantic. He used the word a lot explaining how pedantic he was about using epoxy resin inside, outside, upside, downside and of course I was so impressed I bought the boat not having a clue what the hell he was talking about.

Friends and non friends alike said to me ooh you've bought a wooden boat, loads of maintenance there, you'll be spending the rest of your life varnishin' and paintin' and gluin' and fixin', ah say's I, when it's your hobby and you love doing it it's not a problem.

Bear this in mind while I continue.

After a varnishing session two winters ago, a job that I thought I'd done quite well (in fact I thought I'd been quite 'pedantic'

about it), I noticed that some areas on the deck were lifting and in need of attention.

Being a pedantic sort of bloke I considered that I needed some technical advice before tackling this task again. I rang and visited some Old Gaffers, after all that's why I joined this band of equally pedantic characters was'nt it? Totally confused and somewhat apprehensive about embarking upon this task I went about purchasing the appropriate materials commencing with an orbital sander that I thought would make the job an absolute breeze. The first thing you have to remember with these machines is that while you're working on that really stubborn area that just won't move you are taking away the first layer of your lovely marine ply on the other side of the sanding disc. Whoops is one word that springs to mind, cos I'm an Old Gaffer and this is my hobby well these things happen, but then I'm a very pedantic person and I do things right, whoops is very quickly followed by

some expletives that would definitely get me ejected from the next AGM of the Country Women's Association. I'm sure I'll be able to cover that up with some cosmetic trick a cunning old bugger like me will have up his sleeve.

Considering that every coat of epoxy resin and varnish that you put on ply wood is like placing a sheet of glass on it the chances of covering up any mistakes is almost impossible.

The word pedantic is gradually slipping from my regular vocabulary as I proceed with the set task.



Geoff skippering his Drascombe Lugger Wind'A'Way



"ooh you've bought a wooden boat, loads of maintenance there, you'll be spending the rest of your life varnishin' and paintin' and gluin' and fixin'"



The Maintenance Blues continued

The orbital sander has a nifty little collecting bag thus eliminating all the dust from the surface that you're working on which is fine if it doesn't get blocked up. Thinking that because I was down to the resin surface and the dust was a lot finer and wouldn't go into the collecting bag properly I proceeded to get covered in a very fine dust looking like I worked for the Dingo flour mill. My girlfriend



Drascombe Lugger Wind'A Way

asked me to lick my lips so she could see where to give me a kiss. A mate thought I'd painted the boat white and started having a go at me about going over all that lovely varnish.

Undaunted (now there's a word I've come to relate to) I continued, I'm an Old Gaffer, we don't let little things like that get us down.

I was ready for varnishing at last. The first coat went on like a dream. The next day was New Years Day and I had to start work at 2:00pm. I crawled out of bed at 10:00am determined to get another coat of varnish on before I have to leave for work and no ex-

cuses I didn't have a drink on New Years Eve (it's the troof ociffer).

I was advised to thin down the first few coats for good penetration, this I did. The deck surface was quite warm, in fact it was quite hot so I thought, well this should dry nice and quick. Oh it dried nice and quick. A friend told me that painters have this problem in Darwin because of the heat

and humidity as they paint the stuff on it dries immediately and of course you get more streaks than a one day game at the MCG.

Undaunted (there's that word again) and being made of sturdy Anglo Saxon stock I proceeded but I'm afraid that my story more or less ends there as the rest of the coats went on quite well although if you see me around in my Drascombe Lugger don't look too closely at my brightwork and I promise I won't look too closely at yours.

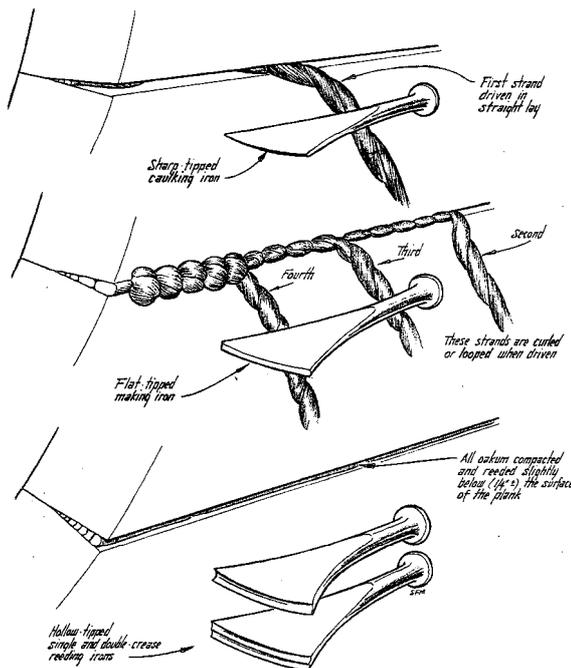


"if you see me
around in my
Drascombe Lugger
don't look too
closely at my
brightwork and I
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too closely at yours"

Caulking

These sketches originally appeared in Barry Hicks' article in the Maritime Heritage Association Newsletter of September 1995. They show caulking methods used on English and American trading vessels from 1895 to 1920. Similar caulking methods are used today but are modified to suit our much smaller vessels and are dependent on the specific job on hand. Allowances have to be made for the species of timber being used for planking, as some timbers move more than others when immersed. Also varying numbers of lays are required depending on the size of the seam to be caulked – probably only one or two for a small boat, with cotton now being the preferred caulking material.

Editors Note



The Galway Hooker

By Fiona Hook

The Galway Hooker was developed in the 18th century primarily for fishing but also as a transport vessel (for livestock, limestone and turf) on the West Coast of Ireland. It has been suggested that the origins of the Galway Hooker lie in the Netherlands or Norway, however, by the 1790s the boat had been sufficiently developed by the Galway fisherman to be considered a unique type.



Galway Hooker Truelight (picture source: www.truelight.ie)

tumble-home or belly of up to 12 inches each side, a beautiful run staring almost amidships, and sweeping up to the raked transom ... there was hardly a flat plank in her”.

The hull was decked from stem to mast beam and a small cuddy was used for sleeping and cooking. The cooking was done on an open turf fire on a stone hearth. Ballast comprised flat local stones arranged amidships.

The majority of the hulls were constructed in Claddagh, Galway with fishermen in Connemara primarily using second-hand Claddagh boats. Fisheries records indicate that in 1836 a total of 105 open boats and 80 rowboats were based in Claddagh. In the Connemara region (Spiddal to Killary) the fleet comprised one fully decked, 111 half-decked, 316 open and 1236 rowing boats. The partially decked fleets travelled as far south as Limerick and Tralee and north to Sligo.

After experience a major decline at the beginning of the 21st Century the Galway Hooker has seen a revival since the 1970s with many old boats restored and new boats constructed.

This article is based on Scott, R.J. 1996. *The Galway Hookers: Working Sailboats of Galway Bay*.



“a beautiful run staring almost amidships, and sweeping up to the raked transom ... there was hardly a flat plank in her”

The hooker was primarily used for line and hook fishing and a number of different hull shapes were developed with the hooker specifications to accommodate different tasks and budgets.

- Bád Mór was cutter rigged and ranged in size from 35’ to 44’ LOA.
- Leath Bád was also cutter rigged and a little smaller at about 32’ LOA.
- Gleoiteog was cutter rigged with a smaller hull 24-28’ LOA.
- Púcán was lug rigged with a jib, 24-28’ LOA.

The boats were usually built from larch, oak and beech covered with a creosote/coal tar mix. The hooker hull shape has been lyrically described by R.J. Scott as having a “sharp clean entrance, deceptively under the apple-cheeked buoyant forequarter, considerable

Ladies of Variety—Old Gaffers Kid's Day, Sunday 5th May 2002

Our Service to the Community Day. The children have varying degrees of disability and lack of mobility, ages ranging from 4 years to around 12-13 years. Variety provide lunch to Gaffer members, entertainment is provided for the children, the incapacitated children have their selected helpers provided by the Sir David Brand Centre.

Mounts Bay Sailing Club supply the venue, a Flag Officer is in attendance, small life jackets are provided and the MBSC Rescue craft is in attendance.

Ready to sail off MBSC at 10.00 am for short sails, then lunch which will be provided and the day concluding at approximately 1.30 pm.

This 'gathering of gaffers' is an annual committed event by the OGA. It is looked forward to by these children, their families and carers.

Share your gaffer craft and social time on this day, you will find it an extremely rewarding day.



'HMAS Perth' Memorial Regatta

By Mike Igglesden

Unbounded enthusiasm by the Nedlands Yacht Club towards including the Old Gaffers Association in this annual regatta was the hallmark of the event for us.

After having anchored off the beach and been ferried ashore to listen to the pipe band of Fremantle Sailing Club, the speeches and to fill in nomination forms, there were unfortunately only 5 boats to face the starter – some of us much later than others.

The Old Gaffers were first off, starting with the cruiser fleet. Wind-a-Way and Oriel were soon left far behind. Bicton Bell, Sunbeam and Christina with the remaining six fleets of the regatta work-

ing their way past us on the first windward leg. Geoff Howard made a valiant effort – sailing the course single handed, as he was unable to conjure up a crew. We have been promised shorter courses for the 'B' fleet next year.

Taking three hours to finish is far too long, especially on a hot afternoon when everyone else may be seen at the clubhouse enjoying refreshments an hour or more before you cross the finish line!

Handicap results gave Bicton Bell, Christina and Oriel as trophy recipients.



"Dear God! My boat is so very small— and thy sea so very wide. Have Mercy! (Breton Fisherman's Prayer)"

Know your Cardinal Markers

North	East	South	West
<ul style="list-style-type: none"> The top mark points up, black band above yellow band. Pass to North. White light continuous flash. 	<ul style="list-style-type: none"> The top mark points outward, black bands above and below yellow band. Pass to East. White light three flashes. 	<ul style="list-style-type: none"> The top mark points down, black bands below yellow band. Pass to South. White light six flashes and one long flash. 	<ul style="list-style-type: none"> The top mark points inward, black band between yellow bands. Pass to West. White light nine flashes.
<p>Very Quick Flashing Quick Flashing</p>	<p>Very Quick Flashing (3) 5s Quick Flashing (3) 10s</p>	<p>Very Quick Flashing (6) + 1 Long Flash 10s Quick Flashing (6) + 1 Long Flash 15s</p>	<p>Very Quick Flashing (9) 10s Quick Flashing (9) 15s</p>

From "The Official Western Australian Boating Guide"





Old Gaffers Association
Western Australia Incorporated

Newsletter Editor

Mike Igglesden
4 Crawley Ave CRAWLEY WA 6009

Assistant Editor

Fiona Hook
PO Box 177
SOUTH FREMANTLE WA 6162

Preserving
and Promoting
the Gaff Rig

We are on the Web!
[www.oldgaffersassociation.org/
westaussie.html](http://www.oldgaffersassociation.org/westaussie.html) (it's a bit old though)

Mai l i n g A d d r e s s L i n e 1
M a i l i n g A d d r e s s L i n e 2
M a i l i n g A d d r e s s L i n e 3
M a i l i n g A d d r e s s L i n e 4
M a i l i n g A d d r e s s L i n e 5

Dates to Remember

Thursday 21st March 2002

General Meeting at East Fremantle Yacht Club at 7.30 pm.

Autumn Sail

There will be a sail to Rottnest on a date to be arranged. Contact Mike Igglesden if you are interested.

Easter (29/3/02 – 2/4/02)

Possible stay at the TCYC Rockingham. Contact Shirley if interested.

Tuesday 23rd April 2002

Regatta Committee Meeting at Royal Freshwater Bay Yacht Club at 6.00 pm.

Saturday 27th April 2002

Regatta 2002. Royal Freshwater Bay Yacht Club. We are now calling for volunteers to help out please ring Shirley.

Sunday 5th May 2002

Ladies of Variety/ Old Gaffers Kids Day at Mounts Bay Sailing Club. As many boats as possible to turn up to take out some special children for a sail.

Thursday 16th May 2002

Deadline for next newsletter. Get those stories, poems, snippets in to the Editor or his assistant, Fiona.

Thursday 16th May 2002

General Meeting at East Fremantle Yacht Club at 7.30 pm.

Thursday 18th July 2002

Annual General Meeting East Fremantle Yacht Club at 7.30 pm.

