

Baggywrinkles

Volume 2007, Issue 3

August 2007

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ANNOUNCING THE INNAUGRAL OGA CONSISTENCY RACING SERIES

The OGA is proud to announce the OGA Consistency Racing Series with the first race hosted by East Fremantle Yacht Club on Sunday 7th October 2007.

More details are on page 3 of Baggywrinkles.

Get your boat ready for the season at your own club by preparing it for the first OGA event of the season. It is before all

other river clubs Opening Day and there is no excuse for not being there. Get at least one result on the board early in the year.

The consistency series has been designed to be sailed in conjunction

with events at your own Club, so you do not have to make the difficult decision as to whether to enter or not. In the one race you can score Club results and

The entry fee is \$10 per individual event or \$35 for the series.

Nomination forms will be sent to those boats which register for the series.



Enquiries to the Racing Coordinator, Charles Knight,

ckn45034@bigpond.net.au or phone 0414 884 255.

OGA results. All we ask is that at least one of your boat's owner/crew is a financial member of the OGA.

Trophies for the series will be presented at the OGA Annual Regatta in April 2008.

Committee Contact Details

President	Jeremy Stockley	28 Saunders St Swanbourne 6010	9385 3910
Vice President	Charles Knight	29a Mengler Ave Clarement 6010	0414 884 255
Secretary (temp)	Christine Knight	29a Mengler Ave Clarement 6010	
Treasurer	Colin Aburrow	23 Greenwood Way Barragup 6210	9537 6566
Boat Rego	Geoff Howard	82 Lymburner Dve Hillarys 6025	9401 2870
Newsletter Editor	Fiona Hook	13 Bennewith St Hilton WA 6163	9337 4671
Assistant Editors	Alan Abbott & Muriel Arburrow	fiona@archae-us.com.au	



PRESERVING AND PROMOTING THE GAFF RIG

PRESIDENT'S LOG

A year ago at our AGM I commented on the geographical spread and varying interests of our members and the challenge this creates for us. I made a case for the Association being a focus for conserving and promoting our knowledge and experience of traditional shipwright skills and seamanship, mainly through the pages of this newsletter. I leave it to you to decide whether we have achieved this, but it is my hope and intent that we continue this objective. What was apparent as I prepared my reports this AGM, held last month, is that, despite our concerns, the Association is thriving and our plans continue to evolve in response to our members' feedback.

Membership has increased and is higher than at any time since I joined the committee, as is the number of actively sailed boats. Baggywrinkles has increased in size and continues its high editorial standards under Fiona's management. Our Annual Regatta, somehow pulled together by an ad-hoc team, was a great success (although not without a few hiccups – as you will observe elsewhere in this edition) and has generated renewed energy for an expansion of our racing calendar. I will return to this later.

Your committee has changed this year. Geoff Howard, Pauline Dilley and John Dilley have stepped down from their respective positions as Vice President, Secretary and Assistant Editor. I thank

them all on behalf of the Association for their contribution and commitment to the Association. I would like to extend a particularly warm thank-you to Pauline. She has not only been a magnificent secretary for four years (the maximum allowable time under our constitution) but has on many occasions held the committee together when others were unavailable, organised many of our events, and has been and continues to be a good friend and shipmate to us all. Thank you, and enjoy your retirement, Pauline!

Looking forward, I welcome Charles Knight as our Vice-President. Charles has taken on the traditional role of this position, promoting and managing our sailing, racing and regatta programme. As you will see from the notices elsewhere in this edition, Charles has already been very active in developing and promoting our new and extended racing programme for next season. This is intended to build on the success of the Annual Regatta, as well as supporting the SoPYC in building up the Wooden Boat Invitation Event, which it hosts each January. The other major clubs we have approached have been enthusiastic and we can foresee that these events, held at approximately monthly intervals, could develop into a great social and racing fixtures in the summer calendar, which showcase our fleet and moves around the river dur-

ing the season. Returning to last year's theme, what better way to share ideas and expertise? So please sign up for the series and come and enjoy not just the racing but the fellowship which it generates. If you cannot bring your boat, make sure you find a berth as crew – more fun and no responsibility!

You may think, if you have stayed with me thus far, that I have digressed from introducing our new committee. I wish this were the case. We are, however, still short of both an Assistant Editor

and a Secretary. Christine Knight has generously volunteered to take over the duties of Secretary while we search

for Pauline's replacement. Alan Abbott and Muriel Aburrow have offered support to Fiona in producing the newsletter. Meanwhile, if you have an interest in the continued health of the Association, have basic computer skills and would be willing to take on either of these positions, please contact either Fiona or me.

Good sailing!

“ So please sign up for the series and come and enjoy not just the racing but the fellowship which it generates. If you cannot bring your boat, make sure you find a berth as crew – more fun and no responsibility!”

EDITORIAL

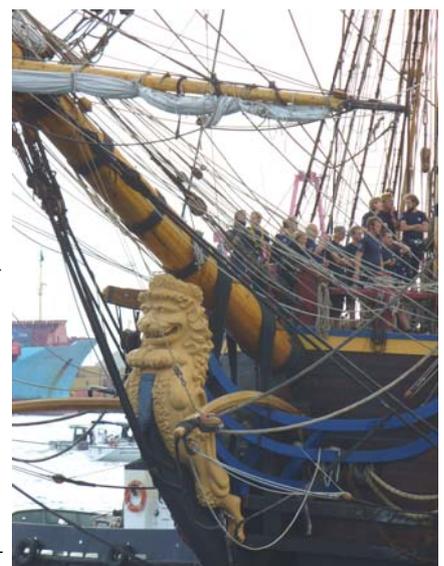
With winter almost over and not very much sailing happening in my part of the woods owing to work and house renovations, I'm looking longingly at the calendar of events on page 12 and can't wait for spring and better weather to arrive.

I read with interest in the July edition of Wooden Boat magazine the debate in the UK over the charred remains of *Cutty Sark*. Amongst a whole raft of questions there have been calls by some commentators to return her to the sea arguing that sailing replicas are much better than static displays. The argument that she's an original boat not really accurate anymore, although was she ever "original"?

One thought that I had when reading the article was are all replica's a good thing? On a trip to Sydney a few years ago I had the opportunity to step on

board the Dutch *Batavia* replica. This massive ship had arrived from Holland on the deck of a cargo carrier as she is a true replica and does not have any "modern" equipment on board and therefore can't be surveyed and allowed to sail. While the ship was amazing it didn't feel real, it felt like a museum piece all nicely polished. The decks weren't worn and the hemp sheets weren't frayed, there were no human smells on board. Compare *Batavia* with the *Gotteburg* that visited Fremantle last year or even our own *Duyfken* replica. Both real sailing ships that have had bits replaced, are a bit frayed, smell a bit damp and sweaty but they are true to their original namesakes—sailing vessels.

If the *Cutty Sark* is repaired as a sailing vessel (I assume given the tone of the comments in Wooden Boat that that this will never happen) I hope that



she's true to her origins and she gets to taste the salt spray again.

OGA Consistency Series Sailing Programme 2007/2008



The Old Gaffers Association has enlisted the support of several of the Swan River yacht clubs to re-introduce a Consistency Series for the 2007/2008 sailing season, as well as continuing with the Annual Regatta. An Invitation Twilight race will also be conducted.

The Consistency Series will consist of one race to be hosted by each of the four participating river clubs (EFYC, RFBYC, SPYC and RPYC) and will be open to all boats on the OGA 'racing register'. To be on the racing register at least one member of the boat's ownership/crew must be a current financial OGA member. The racing register is open to all gaff rigged or classic sailing boats.

The series will be sailed under OGA handicaps, in two divisions (A fleet and B fleet) with the best 3 of the 4 races counting for results (ie. you can drop the worst result or sail only 3 of the 4 races).

Please note that participating in these races will not disadvantage those boats which compete in club consistency series.

The four consistency races are :-

1. Sunday 7 October 2007 at East Fremantle Yacht Club. Mid river handicap start com-

mencing 2.30 pm. Details to follow.

2. Saturday 15 December 2007 at Royal Freshwater Bay Yacht Club. Start box handicap start (together with 'coutha fleet). Details to follow.
3. Saturday 12 January 2008 at South of Perth Yacht Club. Conducted in association with SPYC Classic Boat Invitation Event. Details to follow.

4. Saturday 23 February 2008 at Royal Perth Yacht Club. Conducted in association with Bricklanding Trophy. Details to follow.

Consistency trophies for each division will be awarded on completion of the series, with presentations being made at the OGA Annual Regatta.

The OGA Annual Regatta will be sailed on Saturday 26 April 2008 hosted by the Royal Freshwater Bay Yacht Club (weekend of Anzac Day holiday).

There will also be a twilight Classic Boat invitation event hosted by RFBYC on Friday 4 April 2008.

Additional details of the arrangements for each event will be provided to the registered boat closer to the event.

Enquiries should be directed to the Racing Coordinator, Charles Knight, by email ckn45034@bigpond.net.au or mobile phone 0414 884 255.



OGA 2007 Regatta Results

We published the results of the annual Old Gaffers' Regatta in the last *Baggywrinkles*. Unfortunately the Regatta Committee discovered a few discrepancies in the communications between the handicapping team and the

starting team, and these have affected the results.

In particular, the Fastest Gaffer on the Swan was Eclipse, and not Swift, as published.

Our apologies go to Jim Wilshire and his crew.

Fastest Gaffer on the Swan: Eclipse (Jim Wilshire).

1st Handicap in 'A' Fleet: Swift (Jack Baxter).

The full results are listed below.

Results for Division A

			<u>Elapsed Time</u>	<u>Corrected Time</u>	<u>Position</u> <u>over line</u>	<u>Position</u> <u>on H'cap</u>	<u>Minutes Off</u>
RF18	Eclipse	Jim Wilshire	1:57:48	2:15:48	1	1	0:00
RF19	Swift	Jack Baxter	1:59:56	2:21:56	3	2	6:08
RF2	Roulette	Chris Bowman	2:06:00	2:22:00	5	3	6:12
RF9	Madelaine	Tony Unmack	2:02:16	2:22:16	4	4	6:28
R11	Christa	Willy Packer	2:07:03	2:23:03	6	5	7:15
RF188	Thera	John Fitzhardinge	1:59:07	2:32:07	2	6	16:19

Results for Division B

			<u>Elapsed Time</u>	<u>Corrected Time</u>	<u>Position</u> <u>over line</u>	<u>Position</u> <u>on H'cap</u>	<u>Minutes Off</u>
RF40	Minim Cove	Geoff Black	1:55:28	1:50:28	4	1	0:00
EF3	Bicton Belle	Barry Glazier	1:39:08	1:52:08	1	2	1:40
103	Rana	Mike Beck	1:42:28	1:53:28	2	3	3:00
R16	Fan	Leslie Valmadre	1:54:16	2:20:16	3	4	29:48
CR338	Hughies Girl	Brian Phillips	1:56:23	2:20:23	5	5	29:55
RF3	Genevieve	Rory Argyle	1:58:35	2:23:35	6	6	33:07
SP1922	Marie	Andrew Hartley	2:00:58	2:26:58	7	7	36:30
OGA4	Titu	Charles Knight	2:34:49	2:29:49	10	8	39:21
R114	Hebe	Rowan Chick	2:05:56	2:30:56	8	9	40:28
RF14	Nell	David Perlman	2:17:32	2:42:32	9	10	52:04
PFS34	Sunbeam	Bruce Prance	2:54:01	2:58:01	11	11	67:33
C83	Christina	Michael Horton	2:55:26	3:01:26	12	12	70:58
OGA20	Hakuna Matata	Jeremy Stockley	3:04:42	3:08:42	13	13	78:14
	How Bazaar	Geoff Vardy	3:13:55	3:18:55	14	14	88:27

Results for Division C

			<u>Elapsed Time</u>	<u>Corrected Time</u>	<u>Position</u> <u>over line</u>	<u>Position</u> <u>on H'cap</u>	<u>Minutes Off</u>
RED SAILS	Leaf	Geoff Totterdell	1:31:22	1:31:22	1	1	0:00

Results for Division D

			<u>Elapsed Time</u>	<u>Corrected Time</u>	<u>Position</u> <u>over line</u>	<u>Position</u> <u>on H'cap</u>	<u>Minutes Off</u>
RF1939	Bacchante	Manfred Speicher	1:45:10	2:09:10	2	1	0:00
SP112	Sundowna	Colin Young	2:02:57	2:11:57	4	2	2:47
SP7	Carina	Vic Court	1:57:25	2:12:25	3	3	3:15
RF37	Gelasma	Keith Clifford	1:41:38	2:16:38	1	4	7:28
SP22	Alma	Bob Williams	2:10:56	2:21:56	6	5	12:46
SP47	Corella	David Locke	2:07:25	2:22:25	5	6	13:15
SP144	Napea of Carrick	Bill Solomon	2:13:21	2:24:21	7	7	15:11
SP27	Jindarra	Rob Male	2:16:07	2:27:07	8	8	17:57
SP331	Anna	John Wright	2:17:50	2:33:50	9	9	24:40
RF37	Carmonique	Brett Herron	2:23:07	2:40:07	10	10	30:57

JACK GARDINER ON GAFFERS

The designer Fred Shepherd once told me (while I was still serving my time) some of his rules for yacht design.



Crystal, a Fred Shepherd designed yacht described by Uffa Fox as "one of the best, if not the best cruisers of her size and type ever designed" - image source: www.audnance.com/crystal

- The gaff should look at the stem head of the bowsprit end. It should be shorter than the boom.
- The mast no more than the length of the deck.
- The boom not over hanging the stern.
- The angle of the bowsprit should halve the angle between the sheer and the waterline.
- The boot topping should be 3 1/2 inches at the bow, 1

1/2 mid ships and 2 1/2 at the stern (all measured vertically). It maybe up to 12 inches wider on the counter stern but still only 2 1/2 to the vision and most of all if it does not look right it is not right no matter how measured it is.

Before you start checking my own boat; *Gumleaf* does not pass all these tests but still looks passable. Mr Shepherd was talking about the changing fashion of gaff to bermudan which was going on at the time.

He would always answer questions or tell you anything about yachts.

Try checking the next time you see a group of gaffers and see which ones look right with these ideas and which ones do not look quite right and why.

PS. The boot topping is put on 1/2 to 1 inch above the actual water line which is of course straight.

For sale—winches

We have two pairs of sheet winches for sale. The winches were used on a Dragon Class boat which, during this winter, has been converted to "winchless".

Details are:

Spinnaker winches 2 x 50 mm dia

Genoa winches 2 x 80mm dia.

These winches are in good condition and are still fully chrome plated.

Prices are negotiable.

Enquires should be directed to

either:

Andrew Johnson—
ph 9384 7452
Mob 0429847455
bill@physics.uwa.edu.au

Rod Williams—
norvale@bigpond.net.au

FREE TO A GOOD HOME

At hull frame stage
Glen El Designer American Carioha
17 ft deep V cruiser
Beam 7 ft 6, draft 11ft

All jarrah frames and planks, keel
and transom
3 boards missing on either side
All plans, drawings and specs in-

cluded.
Need to arrange transport.

Phone Jim Dickerson—9572 7645

ROTTNEST WEEKEND—NOVEMBER 2007

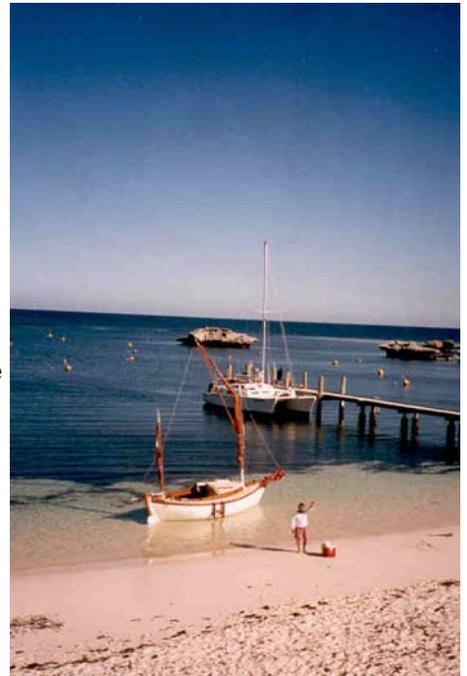
Our social weekend trip to Rott-
nest is coming up fast—9th to
12th November 2007.

This weekend includes sailing to
Rottnest and then mooring in the
beautiful Geordie Bay. Socialising
in the OGA eight bed villa (No
949), drinking far to much red
wine and port, sailing with good
friends, snorkling, eating, walk-
ing ... basically anything you want
to do on that lovely island in the
company of other OGA members.
Its great fun and if you haven't
been yet, its worth coming over
for the weekend or for a day visit
via the ferry.

Bookings for beds in the villa
are flowing in so if you want
accommodation be quick and
phone Diana on **9384 8902**.

If you are thinking of coming
over and staying on you boat
can you let Fiona know.

Mooring bookings may be made
by telephoning the Rottnest
Island Authority on **9372 9771**
9am to 4pm daily, or in person
at the Rottnest Island Visitor
Centre in Fremantle.



SAVE A QUEENSLAND PEARLING LUGGER

Victor Peterson sent a email regarding
the lugger Viking in Queensland that
looks like she's destined to rot in the
mangroves. For more details see
www.boatregister.net/Viking.htm.

A story by Sara Hicks was done on
the Viking in the local ABC news
the following is an extract from
that story ([www.abc.net.au/
tropic/stories/s1997942.htm](http://www.abc.net.au/tropic/stories/s1997942.htm)):

"Along the shores of Bowen, lies
an old pearling lugger, and a liv-
ing window into a largely unex-
plored past. After being part of an
adventurous industry the historic
lugger now rests abandoned in
the mud and awaiting demolition.
She may have seen cyclones and
war, yet it's unlikely the wooden
pearler will survive the winter.

Tony Hunt is an amateur maritime
historian, who has travelled from Syd-
ney to give her a once-over before she
succumbs to the elements and be-
comes little more than pages in history.
He laments the boat's fate as a lost
part of important Australian heritage.

The pearl luggers are a completely
unique Australian boat...very little is
known about them

"The pearl luggers are a completely
unique Australian boat," says Tony.



"They have a history every bit as long
and rich and romantic and twisting and
turning as every other traditional boat
type in the world. Yet very little is
known about them."

Tony's dedication is simply motivated
by a love of boats. But he's troubled by

what he believes is a loss of heritage
every time a lugger like The Viking
wastes away. "What frustrates me is
that so little is known about Australia's
maritime history," he says.

Today, The Viking sits mostly out of
water on the bank of a sheltered
mooring pond known in Bowen as
the duck-pond. The abandoned
wooden lugger is about 48 feet long,
with a past that Tony is keen to dis-
cover. "There's a very colourful his-
tory about pearl luggers but not
much has been told," he says.
"Looking at her I suspect she may
have been built in the late 1890's.
She's in pretty terrible shape now.
The tides washing in and out of her
hull and she's been stripped of all
her fittings. Sadly, she's pretty much
a derelict at the end of her life."

"There was an enormous pearl fish-
ery based out at Broome, but there
was an equally large one based out of
Thursday Island," says Tony. "It ex-
tended all up and down the coast.
Every now and then, when the pearl
shell ran out up north, they went look-
ing for it and came further south,
sometimes as far as Mackay."

AGM MINUTES— 24TH July 2007

ANNUAL GENERAL MEETING 2007

Tuesday 24 July 2007
1930 hrs

East Fremantle Yacht Club

1. Meeting was opened at 1940hrs and members were welcomed by President Jeremy Stockley.

Apologies were noted from Peter and Diane McDermott, Victor Peters, Karel Abbott, Mike and Mary Igglesden, John Horley, Bruce Prance and George Horton.

2. Present – 10 members as per Attendance Record.

3. Minutes of the AGM for 2006 were reviewed.

Accepted - Alan Abbott.
Seconded - Fiona Hook.

4. Correspondence – there was no correspondence in relation to the AGM.

5. Officers Reports

President's Report from Jeremy

Review of members' attendance at our major events –

Rottnest Island-no boats, some members unable to attend due to illness, but generally enjoyed as usual by those who did attend.

Mangles Bay-low attendance further discouraged by extreme weather conditions.

Regatta-very good attendance, enjoyed by all, particularly the new social arrangements.

Financial situation improved; see Treasurer's Report.

Members thanked Jeremy for his

work.

Vice President's Report from Geoff Howard

Boat Registration process still active, slow work, people hard to track down. The task is really a record of the OGA history. Members thanked Geoff for his work.

Secretary's Report from Pauline Dilley

Fourth and final year as Secretary completed, it has been a routine year, with thanks to members for help and support. A duties list is available for the incoming Secretary. Members thanked Pauline for her work.

Treasurer and Membership Sec-

work.

Newsletter Editor's Report from Fiona

Four newsletters were published again this year, with varying content; it needs more articles from the wider membership. Happy to continue with electronic creation, need help with manual tasks of proof-reading, folding, stamping, mailing; size and future growth of newsletter is driven by contributions from the membership. Members thanked Fiona for her work

6. Business Arising from the AGM 2006

None

7. Appointment of New Officers, as follows:

President – Jeremy Stockley for one more year only, to a total of 6 years as an office holder (maximum allowable).

Vice President – Charles Knight

Secretary – *to be pursued*

Treasurer – Colin Aburrow

Membership Secretary – Colin Aburrow

Newsletter Editor – Fiona Hook

Assistant Newsletter Editor – Alan Abbott

Boat Registrar – Geoff Howard

New Officers congratulated on their election and thanked for their support.

8. AGM closed at 2035 hrs.



retary's Report from Jeremy

See attached report for details. Basically 49 members and 33 boats; 20+ members still owe annual membership dues; 1 resignation. Regatta finances – see separate report; have made up some of financial losses from previous years. Assets Register – will be reviewed by Jeremy. Audit – Fiona will advise Jeremy on someone who can help with this overdue item. Jeremy to hand over to Colin Aburrow as soon as possible.

Members thanked Jeremy for his

MEMBERSHIP SECRETARY AND TREASURER'S REPORT

MEMBERSHIP

At the end of the membership year (31st March 2007), membership of the association stood at 47, including five new members since my last report. Thirty two boats were recorded as being owned by members.

At 30th June the membership for 2005/6 stood at 24, including two new members. Seventeen boats were recorded, including three non-gaffers.

Twenty five members (16 boats) have not yet renewed their membership. Overall, membership has increased, with seven new members balancing the one who resigned. This provides a sound income base for the Association.

FINANCES

General Fund

Net income for the year was \$40.71, compared with \$362.64 for 2006. The difference is due to the following factors:

- Payment of the 2007 Rottnest accommodation in the year it was booked, rather than the year it is to be used has brought forward \$710.00 of expenditure.
- This has been offset by:
 - No expense claimed during the year for the Newsletter publication costs approximately \$300 outstanding
 - A profit of \$83.95 on the 2006 Rottnest weekend

Membership status at 22nd July 07		
	Members	Boats
Current members	24	17
Not yet renewed	25	16
Total	49	33 plus 3
Life members	3	2
New Members in 2006/7	5	3
Lapsed in 2006/7	1	0

Old Gaffers Association of WA inc.		
Annual Income and Expenditure to 30th June		
Income	2006/7	2005/6
Subscriptions		
Late payments	\$ 320.00	\$ 165.00
New Members	\$ 175.00	\$ 135.00
Renewals	\$ 495.00	\$ 710.00
Interest and reconciliation	\$ 26.16	\$ 1.17
Sale of Pennants and Badges	\$ -	\$ 40.00
Payments for Rottnest Island accommodation	\$ 635.20	\$ 406.40
Total Income	\$ 1,651.36	\$ 1,457.57
Expenditure		
Administration costs	\$ 49.40	\$ 46.80
Newsletter Costs		\$ 375.75
Functions		
AGM Refreshments	\$ 300.00	\$ 70.00
Australia Day Breakfast		\$ 38.38
Miscellaneous		
Rottnest Island Bookings	\$ 1,261.25	\$ 400.00
Photo archive reproduction		\$ 164.00
Total Expenditure	\$ 1,610.65	\$ 1,094.93
Net Income	\$ 40.71	\$ 362.64

Old Gaffers Association of WA inc.				
Regatta Statement of Income and Expenditure				
	Item	2007	2006	2005
Income				
	Nominations	\$ 870.00	\$ 780.00	\$ 750.00
	Donations	\$ 326.20		
	Total Income	\$ 1,196.20	\$ 780.00	\$ 750.00
Expenditure				
	Engraving	\$ 240.00	\$ 677.60	\$ 528.00
	Printing and stationery	94.6		\$ 51.05
	Postage		\$ 12.50	\$ 36.50
	Wine and Spirits for prizes, helpers	\$ 101.91		
	Marquee		\$ 394.07	\$ 251.21
	Refund and reconciliation			
	Class Flags and sundries	\$ 40.39		\$ 32.25
	Beverages and services	\$ 558.40		
	Total Expenditure	\$ 1,035.30	\$ 1,084.17	\$ 899.01
	Profit	\$ 160.90	-\$ 304.17	-\$ 149.01

These short-term fluctuations do not affect the long term balance of income and expenditure which continues to show a surplus of approximately \$200 per year, approximately 7% of the working capital. This is a reduction on my previous forecasts but is still sufficient to maintain a sustainable base.

As noted last year there is no reason to increase subscriptions in the coming year unless members wish to increase the scope or quality of activities.

Regatta

The Regatta made a net profit of \$160.90 this year compared with a loss of \$304.17 last year. The outstanding debt of \$35.00 which was noted last year was not claimed and has been absorbed as income. Nomination fees retained at the same level as last year and nominations were marginally higher.

Following the increasing trend of losses in the previous two years, measures were taken to reduce the outgoings:

- The number of plaques was almost halved and the engraving was competitively tendered.
- No marquee was hired thanks to cooperation from the RBYC

Some of the savings were used to fund the Dock Party, from which a substantial sum was raised in donations to the Association.

Overall, outgoings were similar to last year, but income rose by over \$400.00.

Old Gaffers Association of WA inc.		
Balance Sheet at 30th June		
	2007	2006
Net Current Assets		
United Credit Union Account Balance	\$ 3,102.43	\$ 2,698.70
Cash	-\$ 43.37	\$ 158.75
Total cash and deposits	\$ 3,059.06	\$ 2,857.45
Less outstanding debts General Account (estimated)	-\$ 325.00	-\$ 30.00
Less outstanding debts Regatta Account	\$ -	-\$ 35.00
Less unpaid Rottnest accommodation	\$ -	-\$ 510.00
Total cash, deposits and debts	\$ 2,734.06	\$ 2,282.45
Rottnest Booking accommodation	\$ 710.00	\$ 510.00
Unsold pennants @ \$21 each	\$ 84.00	\$ 84.00
Total Current Assets	\$ 3,528.06	\$ 2,876.45
Allocation of Assets		
OGA General Fund	\$ 3,551.43	\$ 3,095.72
OGA Regatta Fund	-\$ 23.37	-\$ 219.27
Total	\$ 3,528.06	\$ 2,876.45

Cash and deposits reconciliation	
Opening Balance	\$ 2,857.45
Net income general account	\$ 40.71
Net income regatta account	\$ 160.90
Closing Balance	\$ 3,059.06

Balance Sheet

Cash and deposits increased by \$210.61 to \$3,059.06, and total assets increased by \$651.61 to \$3,528.06. The General Fund maintained its long-term asset growth, increasing by \$455.71. The Regatta Fund increased by \$160.90 almost wiping out the debts accrued from the previous year. The negative cash balance is the result of the Treasurer being overzealous in transferring cash to the bank before fully disbursing his expenses.

Audit

The Associations accounts have not been audited for several years. Plans to arrange for an external audit during this financial year were not achieved and this activity is now a

high priority item for the current year.

Prepared by:

Jeremy Stockley
Treasurer &
Membership Secretary

28 Saunders Street, Swanbourne
6010

22nd July 2007



SV KAIULANI

In June 1942 the sailing ship SV *Kaiulani* called in to Hobart, Tasmania. After a less than friendly official (ie customs and immigration) reception at Princes Wharf, it was anchored out in mid-stream so that any subsequent visits required a trip by motor or sailing dinghy. Ships of this type were not strange to Hobart; whalers still roamed the seas under sail and the occasional square-rigger still visited foreign ports. Nonetheless, the *Kaiulani* was an imposing sight anchored out in the Derwent River. It was a three-masted steel barque launched in Maine (USA) in 1899 - in fact the last of the Yankee square-riggers.

The *Kaiulani* had sailed to Hobart from Durban.

This was not the original plan; the cordite cargo she carried was due to go to Sydney. However, it was wartime and alerts were common so that after a radio report about the Japanese miniature submarine attacks in Sydney Harbour the ship deviated to the nearest convenient port.

In that port, Hobart, small and remote as it was from military action, all of those residents who were able to had dug air raid shelters in their gardens in which it seemed to my young mind they busied themselves gossiping and knitting socks for the soldiers. Even the primary school I had started attending had a shelter built under the playground,

full of damp mould and furtive brown rats which devoured the remains of the sandwiches we left behind. At random intervals the air raid sirens would sound for practice and we would dash to the shelters, delighted at the break in school routine. In later years, the disused shelters were useful as locations for romantic young men and women getting to know each other better. But it was from the sand-bagged roof of the shelter that you could see this large ship anchored out in front of the school.

In 1942, I was only 6 years old. My father was in charge of the logistical side of military defences in Tasmania, ie guns, ports, bridges and power stations. In civilian life he was otherwise the Chief Engineer of the Public Works Department. He had considerable authority and so it was that he and I got to visit the *Kaiulani*.

The day we visited there were no crew on board (except for an armed watchman). There had been a mutiny of sorts among the American crew (which explained the un-

friendly reception they got on arrival) and they were now all in jail! Apparently the pay was bad and the ship's rigging in poor condition so that the crew had refused to sail it any further. The ship had only been pressed into service because of the war; it had otherwise been lying in a ships' graveyard in California since 1927. It was a large ship, 70 m in length and 1400 ton capacity, and was said to be the largest vessel of its rig ever built in the United States.

To my young eyes it was just enormous. After reaching the deck via a ride on my father's back the bulwarks were too high for me to see over. Three thick steel masts, massive blocks, a huge jungle of tarred ropes and yards reaching into the sky, rust stained superstructure and grime everywhere. With no crew on board to do the usual clean-up after a voyage she looked the same as she had on arrival. There were no mechanical aids on board, the 22 sails (12 square and 10 fore and aft) were

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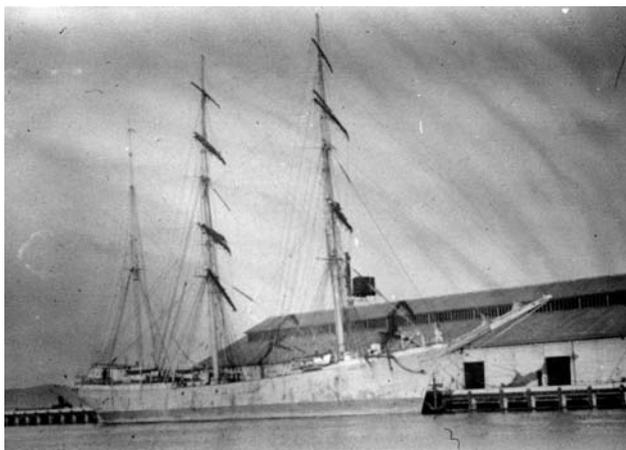
Kaiulani (source <http://eheritage.statelibrary.tas.gov.au/search/browse.aspx?f=letter%3DK&TITLE=Kaiulani>)

hoisted by block and tackle and a windlass. The wheelhouse, being connected to the lower decks, reeked of that distinctive bilge smell that sailors will immediately recognize (and never forget) but on looking around at the instrumentation my Dad said it was well equipped while I thought that with all the brass and polished woodwork on display it was actually much better than the house we lived in!

A plaque on a bulkhead stated that the ship had been chartered in 1936 to Paramount Pictures to feature in the film 'Souls at Sea' starring Gary Cooper and Alan Ladd. I have never seen the film but a google search says the ship played two roles (the goodie and the bad-die), painted differently on each occasion and with minor adjustments to the rig. Presumably she left the dockside and sailed around to play those roles.

All of this I learned later. I also learned that the reason she sailed to South Africa after America's entry into World War Two was speculative - her young American crew was recruited to load her with timber and sail her there because all the more modern ships had been commandeered by the military forces. The syndicate that bought the ship (including the Captain) thought there was money to be made by taking a load of timber to Cape Town - just as there was money to be made by subsequently taking a load of cordite to Sydney.

And the crew in Hobart jail? Being young Americans they were of great interest to the girls in town. They were probably just ordinary waterfront lads who had signed on for the money, but their accent made them seem very exotic. With the assistance of the citizens of Hobart a lawyer was hired who deftly managed to get them off a pending charge of mutiny and then to be recognised as prisoners-of-war! While awaiting release into open-detention the Australian Army were required to deliver hot food in place of prison fare, possessions were returned and girlfriends and

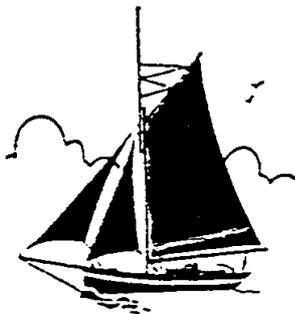


Kaiulani (source <http://eheritage.statelibrary.tas.gov.au/search/browse.aspx?f=letter%3DK&TITLE=Kaiulani>)

supporters allowed to visit. This favoured treatment caused a near riot among the regular prisoners which possibly hastened the crew's release onto the streets of the city and into the arms of their admirers - but still they refused to sail the ship away from Hobart under the command of their captain. Had prisoners-of-war ever had it so good?

The *Kaiulani* lay at anchor in the Derwent River for a further 3 months while legal arguments raged about the status of the crew and the recovery of costs incurred. Meanwhile, the captain departed alone for the United States. Finally, in order to break the deadlock the US Army requisitioned the ship. The crew signed on again, presumably hoping for improved conditions as they sailed under Army command back to the USA, but their hopes were dashed. The ship left Hobart in early October 1942 but went only to Sydney, under tow, where the masts were cut off and the hulk sent as a stores ship to New Guinea.

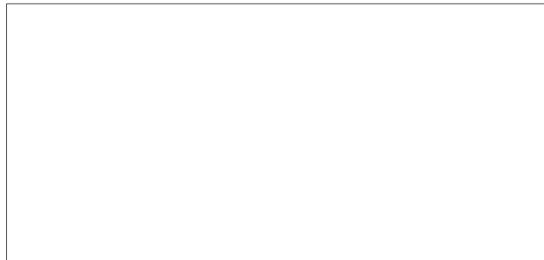
How had the ship received its unusual name? *Kaiulani* translates as Child of Heaven, and was the name of the princess who was the last heir apparent to the Hawaiian throne. The barque was built for the Hawaiian Planters Line and sailed the Pacific trade routes and serviced the Arctic salmon fisheries before being laid up after only 28 years. With no engine (and therefore no electricity, refrigeration or radio) its working life was limited. It took a World War to provide a short reprieve for the boat and another interesting chapter in the maritime history of Hobart.



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Dates to Remember

7th October 2007	OGA Consistency Series Race 1—EFYC (see page 3)
25th September 2007	General Meeting, EFYC, 1730 hrs
9th—12th November 2007	OGA Rottneest Weekend (see page 6)
28th November 2007	General Meeting, EFYC, 1730 hrs
15th December 2007	OGA Consistency Series Race 2—RFBYC (see page 3) OGA Christmas dinner after race
12th January 2008	OGA Consistency Series Race 3 & SoPYC Classic Boat Invitational Race (see page 3)
26th-27th January 2008	OGA Australia Day Weekend & General Meeting, TCYC
23rd February 2008	OGA Consistency Series Race 4 (see page 3)
4th April 2008	RFBYC Twilight Classic Boat Invitational Race (see page 3)
26th April 2008	OGA Regatta, RFBYC

