



# AMATEUR BOAT BUILDERS' ASSOCIATION

**August September 2018**

## **THE STAR OF THE SHOW! 'MAARTJE K — FREMANTLE'**

Once again, Ed Essers generously hosted an ABBA visit to his workshop. This was the final Toolbox visit to inspect construction of his 14m Herreshoff Mobjack design aluminium ketch. Ed is now in the final stages of internal fit out works to be carried out before launching — currently scheduled for October - and has already planned his shakedown voyage to Cocos Keeling Islands.



And I hope everyone noticed the very special star that Ed has welded to the end of the good ship's bowsprit.



The visit also allowed us to once again admire the fine joinery in Ed's dinghy which will be accommodated upside down on the deck of the 'mothership'. In discussion, Ed reminded us of some of her vital statistics. She has 8 tons of lead ballast encapsulated in the aluminium deadwood from one metre forward of the sternpost to the front of the deadwood. There are also 6 water tanks that will contain a total of 2.4 tons of water when full. The draft of the vessel will be 5'6" which includes an extra 6" that Ed has added to the design depth of the deadwood/keel.



Ed has adopted some long standing and tested techniques for his rigging. The wire is whipped with lashing below the fitting and then the end clear of the whipping is pushed through the hole in the end of the stainless 'cup' terminal which he has manufactured. All the strands of the wire are then separated to make what might be called a maze inside the 'cup'. Molten Zinc is then poured into the cup to form a very strong terminal with the adjustment at one end achieved via a normal bottle screw.



The two masts, associated booms and other components are all ready to accept the wire rigging which is now coming together.

This was all good progress but the part of the project that grabbed everyone's admiration was the great design and quality fitout that Ed has achieved throughout the cabin. Some members will remember that at the time of our last visit the polyurethane had been sprayed through the internal areas of the then fairly bare hull. This provides thermal and acoustic insulation and was very economical—about a 5 hour job and less that \$2000 in cost.



All the lining boards around the coach-house were spray painted on the ground before installation. The fitout timbers are polonia for the bulkheads, Australian mountain ash for the framing, the panels are acacia with an oiled finish, the top of the chart table is hevea and the galley top is beech. Power is via 110AmpHr AGM batteries stowed away under the workshop bench. All electrics are isolated from the hull and double breakers are used throughout.



The stove is a Maxi kero pressure stove. To the right hand side of the picture above are the valves controlling rainwater runoff from the deck into the water tanks below the cabin sole.



This all contributes to achieving a really top class finish and a very 'warm' feeling which runs through all areas of the cabin below decks.



This was a most enjoyable afternoon and I'm sure all members attending join with me in thanking Ed for his hospitality.

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**Editor's Note:** This visit was the culmination of our many enjoyable afternoons at Ed's workshop before the good ship is moved out of the shed very soon and readied for launching. As outgoing Editor, I take this opportunity to thank Ed for the considerable effort he has contributed to the Association in general terms and particularly in sharing the progress of this very large project with us over a number of years. I'm sure all members wish Ed well in his many voyages to come.

I also take this opportunity to confirm that after a journey which started with yours truly listed as "Relief Editor" in the May June 2012 newsletter, I have advised Committee that I wish to stand aside from Committee in the coming year. I thank all members for their support over those 6 years and look forward to your continuing support for the incoming Committee in their efforts to continue production of the newsletter in this or an alternative format.

Thank you all  
Chris Davis  
Editor

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## O'Connor Wooden Boats - A Presentation by Tony O'Connor

Tony's building likely started with his grandfather in Ireland.

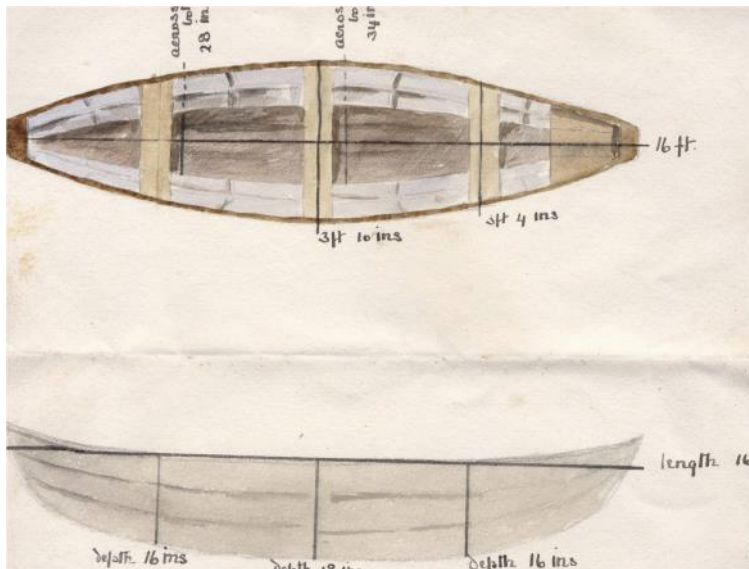


journey to boats most with his great back in

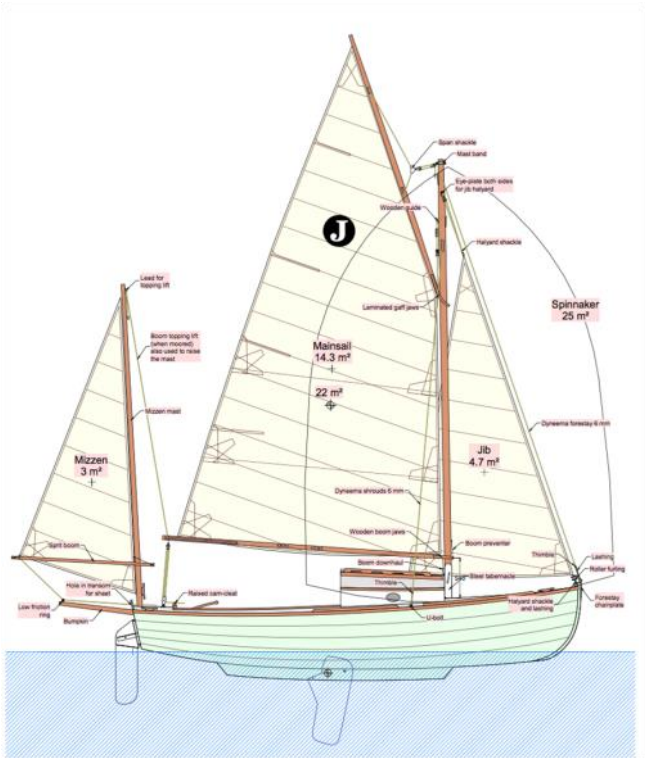
Tony's started bottom in the 1800s down his father. Tony's never a boat but himself as a who just build boats. punts were propelled by rowed.



grandfather building flat fishing punts and handed skills to Tony's father was builder as such established handyman happened to The traditional either a pole or

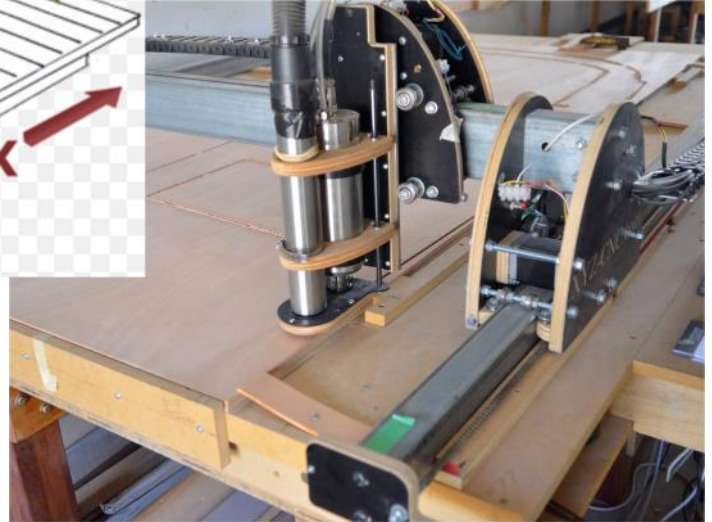
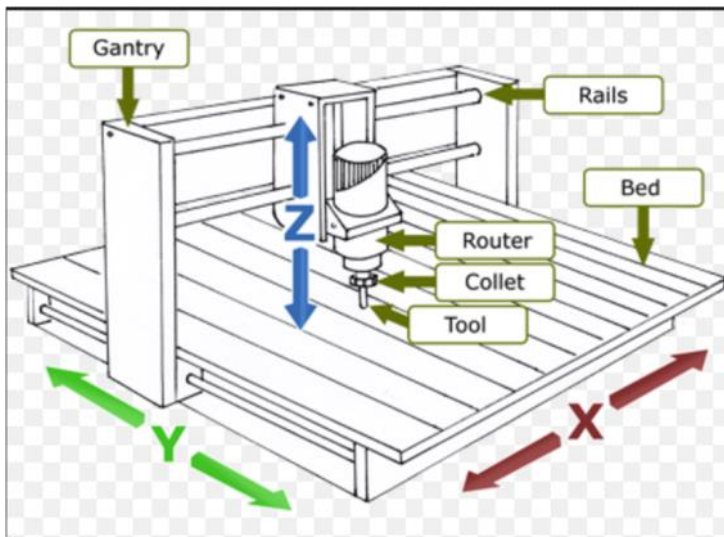


Using the dimensions from a derelict punt, Tony managed to build his own version of one of these punts. Tony trained in the UK and worked as a boat builder in the 1980s for £2 an hour. Looking for a better life, Tony immigrated to Australia working as a cabinetmaker. It wasn't long before he built his first boat.

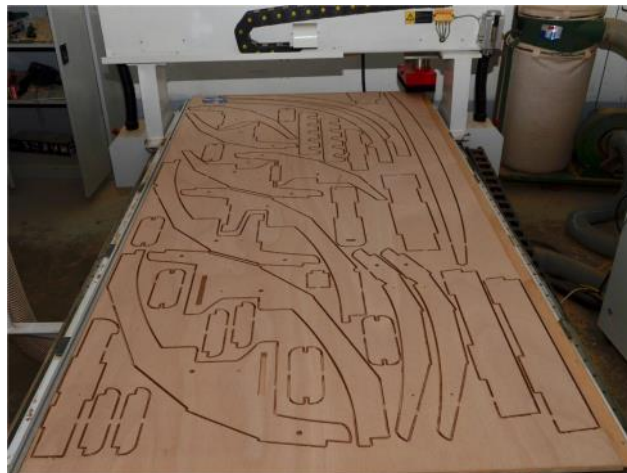


In building his second boat, "Jewel", he discovered the numerical controlled (CNC) routing to cut out flat panels to form the basis for building a boat.

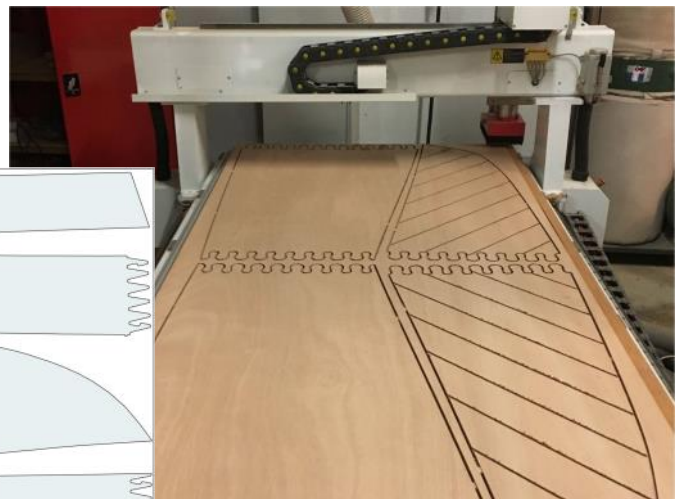
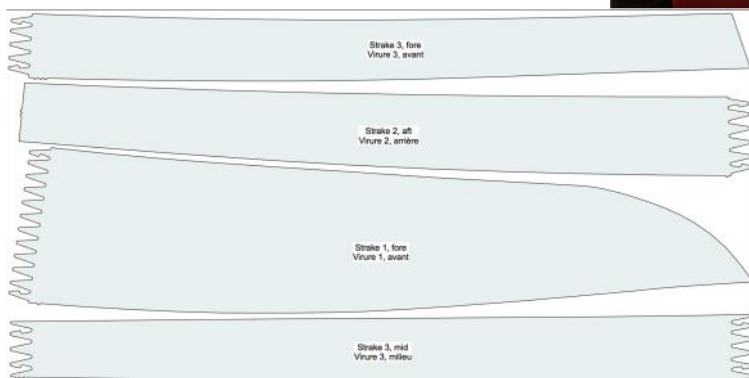
boat, "Jewel", he discovered the potential of computer numerical controlled (CNC) routing to cut out flat panels to form the basis for building a boat.



CNC routing is effectively a router controlled in 3 axes, X,Y and Z, by a computer. The router cutting path is determined by a toolpath program. Tony's router was built from a kit which uses wooden components.



that is a computer-determined first CNC mainly used





Many designs greater than This was providing a groove method Because the accurate, the 2 joined without



required panels the length of ply. overcome by tongue and of joining. CNC profile was so panels could be any gaps.



These panels laminated with them even

were also making stronger.

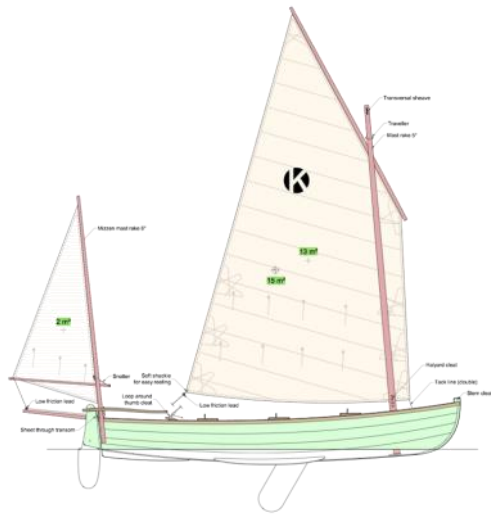




All panel joints were secured by stitching and gluing. In this case using cable ties.



The boat was then sheathed sanded and painted.



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Karric - Plan 41  
 Sail plan (lug yawl rig)  
 Scale 1:50  
 28 December 2016  
 François Vivier Architecte Naval



Another innovation was the “Birds eye” mast construction. This assembly method provided a very rigid mast with minimal material loss.



Tony then started making boats for



others using the same process and charging \$50 per sheet of plywood cut. Boat designs and toolpaths were created by Francois Vivier. This method of producing boats proved to be very cheap as the parts were cut out with minimal labour and then assembled. Another advantage is that the components could be stored in sheets before punching out the parts and easily shipped. (Tony has already heard all the IKEA jokes).



4 boats were produced for the naval cadets as training boats. The requirement was that they were cheap to build. This became the standard Kernic design in either a 2 masted gaff rig or a rowing version.





The cadets required a boat that looked like a whaling boat. He went on to provide a further 2 boats with 2 masts and a total of 20 rowing positions.

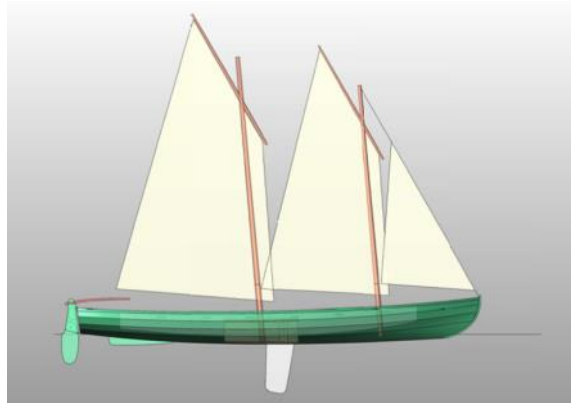
Further boats included a 16 foot "Ebihen". This design was based on beach boats used in the UK.



Tony was provide a 10 foot "Mischief".

commissioned to tender for

All of the above have been designed by Francois Vivier. Tony also supports Chase Designs and has constructed one of his designs—a Goat Island



designed by supports Clint constructed one Skiff..



And for the kids these were “Tackers” at Sailing Club.



was “Johnson”. 10 of these were produced for the Freshwater Bay Sailing Club.



Tony’s most recent project has been a Nantucket style whaler for the Pilbara Camp School. This needed to be suitable for providing an educational experience for camp school attendees around

## ADMINISTRATION NOTES

### ABBA COMMITTEE

President	Ken Potts	0421 178 991		
Sec/Treasurer	Bruce Cadee	9259 0844		
Newsletter Editor	Chris Davis	9387 5042		
Library	Rosemary Nayler	9455 1470		
General Committee	Rob Bingham	9246 0202	Ed Essers	0406 050 989
	Neil McKenzie	0424 533 063	Keith Glenn	0477 172 881

### SPECIAL ADMIN NOTE:

Subscriptions for the 2018/19 year are now due. Please refer to the letter previously sent by Bruce Cadee for payment details (copy attached to this newsletter circulation)

### 2018 ANNUAL GENERAL MEETING

The 2018 AGM will be held on Wednesday 3rd October in conjunction with **AND BEFORE** the October Meeting. Please arrive early so that the **AGM can commence at 7.45pm SHARP**. As usual this should be a fairly painless affair. However, some new faces are required on Committee as several long term members are either taking a boat building break (Chris Davis) or taking a break from boat building to go cruising (Ed Essers). Please refer to the special letter from your Secretary, a copy of which has been sent out with this newsletter.

### OCTOBER MEETING

Our next Meeting will be on Wednesday 3rd October, as usual in the Heritage Room at South of Perth Yacht Club, 8pm start following the AGM above.

In 1986, ABC TV produced and screened "The Boat Show". It was made in Perth and featured the fit out by Shipwright, Barry Glazier of a 7.0 m quarter ton Van de Stadt designed yacht known locally as an MB24. The show starts with a hull and deck straight out of the mould and ends with the boat sailing on the Swan.

The boat featured in the show is called "Bad Abbot" and is currently owned by ABBA member, Bruce Cadee. It is penned at South of Perth Yacht Club.

Perth Shipwright and Marine Surveyor, Ian Weaver who recently made a presentation to ABBA Members about varnishing, conducted a survey of Bruce's boat earlier this year. Ian has fitted out, owned and surveyed many MB24's and said that "Bad Abbot" was the best example he has seen of an MB24 fit out. Come and see how it was done. The first half of the show will be screened at the October technical meeting.

### NOVEMBER TOOLBOX VISIT

The next Toolbox will be on Saturday 3rd November, as usual 2.00pm to 4.00pm. This Toolbox will be a visit to member Ron Lindsay's 100 year old auxiliary lugger 'Kiewa' in her pen at Mindarie Keys Marina. Members will remember the many visits to Ron's shed during the restoration which culminated in the relaunching of 'Kiewa' on Sunday 24th February, 2013. Five years on, Ron and wife Dora have already had many enjoyable holidays to Rottneest and this will be a great opportunity to see this wonderful vessel back in her element.

We'll find 'Kiewa' in Pen 55 on 'B' jetty at Mindarie Keys Marina. This is one of the jetties south of the Mindarie Keys launching ramp. However, the jetty is secured so it would assist if everyone attending could turn up at the gate at 2.00pm and we will make arrangements with Ron to gain access to the jetty.

## **ADMINISTRATION NOTES (Cont'd)**

### **ABBA LOGO**

Members are reminded that Bruce Cadee has made arrangements with Shaun Luong of Image Embroidery at 26 Tulloch Way, Canning Vale (Phone 9456 2324 Mobile 0403 250 389) for an embroidered ABBA logo. The logo can be applied to your own clothing (assuming it can be accommodated in their equipment) or to shirts, caps or hats purchased through Image Embroidery. Feel free to call in on Shaun to look at the limited range of clothing he has on site or visit the following web sites to choose your preferred style, size and colours. The weblinks below are only examples of the wide range available. Half chest measurements are included on the web sites to help ensure you select the correct size. Ladies styles are also available.

### **Clothing (excluding Logos)**

**Style 1300** – Aussie Pacific Mens Murray Polo, Navy/White/Ashe or White/Navy/Ashe - **\$20.00 + GST each**

**Weblink:** [http://www.aussiepacific.com.au/the-murray-polo-navy-white-s?color=Navy%2FWhite%2FAshe&primary\\_color=Navy&secondary\\_color=White](http://www.aussiepacific.com.au/the-murray-polo-navy-white-s?color=Navy%2FWhite%2FAshe&primary_color=Navy&secondary_color=White)

**Style 1304** – Aussie Pacific Mens Eureka Polo, Navy/White/Ashe or White/Navy/Ashe - **\$21.00 + GST each**

**Weblink:** [http://www.aussiepacific.com.au/mens/polos/eureka-polo-sky-navy-s?color=Sky%2FNavy%2FAshe&primary\\_color=Sky&secondary\\_color=Navy](http://www.aussiepacific.com.au/mens/polos/eureka-polo-sky-navy-s?color=Sky%2FNavy%2FAshe&primary_color=Sky&secondary_color=Navy)

### **Hats/Caps (excluding Logos)**

**Style 4199** – Headwear Brushed Heavy Cotton Cap, White/Navy (many other colours available too) - **\$6.50 + GST each** **Weblink:** <http://au.headwear.com.au/productDetails.cfm?&prodID=53&prodCatID=2&pageNumber=1>

(Also refer poly/cotton legionnaires hats Styles 4057 or 4126 for maximum sun protection under website sub heading 'Hats, Visor & Beanies' <http://au.headwear.com.au/productList.cfm?&pCategoryID=7>)

**Style 4199** – Headwear Brushed Heavy Cotton Cap, White/Navy (many other colours available too) - **\$6.50 + GST each (includes poly/cotton legionnaires hats for maximum sun protection under website sub heading 'Hats, Visor & Beanies')**

**Weblink:**

**Style 4223** – Brushed Sports Twill Bucket Hat, White/Navy (many other colours available too) - **\$8.00 + GST each**

**Weblink:** <http://au.headwear.com.au/productList.cfm?&pCategoryID=7&page=2>

To make your annual membership even more value for money, ABBA will pay for up to 2 logos per financial year to be applied to your items of clothing. The current cost to ABBA is \$7.15 per logo. There is no intention for this to be an ABBA uniform so the choice of style and colour is totally yours. If you are seen wearing the logo while building, working on or using your boat or anywhere for that matter it might get people asking questions and wanting to join our association. You are free to deal direct with Image Embroidery but please ensure you get an itemised invoice showing a separate price for the logo and present this to Bruce Cadee for reimbursement. Bruce Cadee is happy to take orders and liaise with Image Embroidery if you so wish.