



AMATEUR BOAT BUILDERS' ASSOCIATION

February March 2014

A VERY, VERY BIG CAT - ABOUT TO PURR!

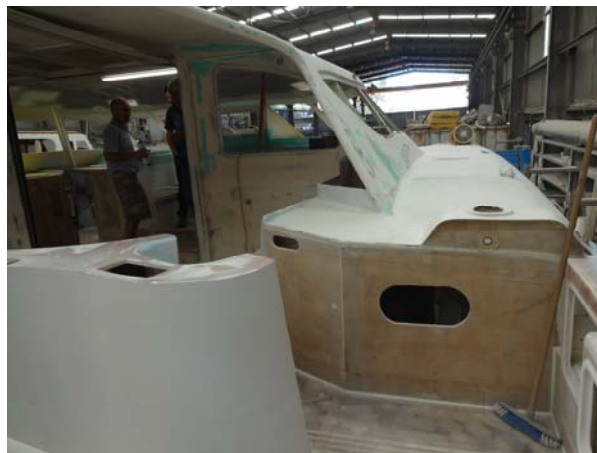
Our February Toolbox Visit took us to the premises of Legend Boat Builders where our host Craig Wilson is building a Schionning 'Wilderness' class catamaran. Schionning is an Australian based family company with in excess of 400 of its designs built worldwide. Their website at www.schionningdesigns.com.au has a vast array of information on their sailing and power catamarans and their plans and kits.



The Wilderness class ranges in size from 10.3 metres to 16.5 metres. Craig is building the 15 metre design this time, having previously built two 14 metre versions of the same design. She has a 7.5 metre beam and when complete she will displace about 6 tons, have an expected cruising speed of 12 knots and a top speed of about 20 knots. Craig is building her under survey and there will be no impediment to her carrying an Australian Builders Plate and being issued with a HIN Number when complete.

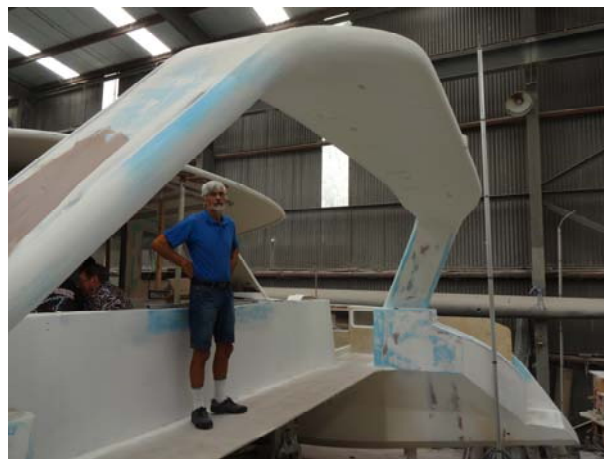
Craig has been working about six days per week on this project for four years so far. This equates to 10,000 hours to date. This is reflective of the attention to detail and high quality of Craig's work when compared to Schionning's estimate of 8000 hours for a complete build.

The hull is end grain balsa with a significant carbon fibre content in the structural areas. The dagger boards – one in each hull – are also substantially carbon fibre. Floors are end grain balsa weighing 120kg/m² and the roof is carbon/foam weighing 80 kg/m². Craig has used micro balloons/microlight fillers with a sanding guidecoat spray in his fairing process. Top coats are generally a linear 2 pack polyurethane which is capable of being buffed.



A particularly notable feature of Craig's project is the curved windows on the cabin. These are Shinkalight windows which have been moulded and curved to fit the three dimensional shape of the cabin exactly. In other areas of the boat, the hatches are Lewmar and toughened glass is used in the cockpit area. All the internal furniture is modular – made from moulds that Craig has made and will be used again.

Accommodation includes 3 double, 1 single berth and 2 shower/toilet/bathrooms – 1 per hull. The main living area is within the enclosed cabin but the back end of the cabin can be hinged open to allow this internal area and the external cockpit to become one large living area. There is also an internal navigation station with auto pilot facility.



Remote access is provided to the hydraulic steering from both sides of the vessel but the main helm on the port side. There is a manual tiller on one side only for emergencies. Propulsion when not under sail is from two Nanni 38 HP saildrive diesels - one in each hull. These are 4 cylinder Kubota diesels marinised by Renault and marketed under the name Nanni. These will drive folding propellers Ewol, Autostream or Brunton.

Solar panels are located on top of the targa roof aft of the main cockpit and provide charging to the vessel's batteries. Engine breathers are under the targa roof which also provides the structure below which the dinghy is hung.

The rig is a static (rather than rotating) aluminium mast, 18 metres high with a chord dimension of 250mm. It will be a double spreader rig with the lowers well in board and the forestay attached to a prodder (bowsprit) supported by the forebeam which has been curved and structurally enhanced for this purpose. This rig will carry a 60m² mainsail and a 40m² jib as the basic sail plan. A screecher and a spinnaker will also be included in the sail wardrobe.



Craig is intending that this massive project will be completed by next Christmas. Prior to leaving the shed, Craig intends to commission all the systems aboard (engines, hydraulics, calibration of fuel level gauges etc). Then will come the delicate task of moving this huge vessel out the end of the shed and to a launching location not too far away in Cockburn Sound.

Craig indicated that the boat is available for sale at the right price but if this doesn't materialise he'll be off on a bit of cruising himself.

Clearly, this is a very large project and Craig's standard of construction and workmanship and final finish is of a very high standard. We thank Craig for allowing us to inspect his project at this interesting time so close to its completion. We wish him 'good sailing' for the remainder of the year and hope all goes well for the removal from the shed and the launching.



A completed Schionning Wilderness 1500 cat under sail

February Technical Meeting — Jotun Paints

Our guest speakers for the February technical meeting were Dean Coxon and Dave Simpson from Jotun. Dean introduced Jotun as an international coatings company based in Norway and focussing mainly on commercial applications in Perth. However, they do have agents for a limited range of their products in the retail market place. These include Boating Hardware and Robayne Distributors.

The format of the night was largely determined by the particular interests of those attending and a question and answer approach which covered a great deal of territory over the ensuing hour and a half.

We commenced with the treatments required for raw wood – those being an all-purpose wood primer (not metallic type) that is suitable under both anti foul and deck paints. A note of caution was issued in respect to leaving this sort of primer too long between coats or before top coats as chalking can develop. It is also recommended that the surface have a light sand between coats. A question was asked about the use of rot proofing type products and the advice was that they should only be used where the wood requires this sort of treatment.

Moving on to antifouling, the recommendation was that a good pressure clean at 3000psi is sufficient and if the surface is sound, no more existing anti foul needs to be removed and sanding was not signalled as necessary. For new wood below the waterline, a tie coat between the all-purpose primer and the antifoul is recommended. Jotun Vinyguard provides such a tie coat. Application of antifoul is best achieved via spray which can achieve an even thickness of 300 to 400 micron with two coats. Next best is application with a roller which achieves a more even coat than brushing but at approximately 100 micron per coat may require three coats to achieve the recommended film thickness.

Antifouls are either 'self-polishing' which have less biocides or 'contact' antifouls which are harder and have more biocides (ie highest copper content). Jotun antifoul is available in a three tier system for a protective life of 1, 3 or 5 years. These are variously branded SeaQueen, SeaForce, SeaGardian and SeaQuantum.

We then moved to discussion on paints for metalwork. Firstly for aluminium such as masts, a thorough clean to remove any wax and grease should be followed by a sand with 3M type fibre discs. In some cases, an etch primer may be required but generally a primer such as Jotun Penguard HB will provide a good base for the 2 pack epoxy top coats. For stainless steel, normal sanding is really not adequate to achieve a good paint key and a grit blast is recommended. In this regard it was noted that a small grit blaster suitable for amateur use is available at Supercheap Autos.

Discussion then changed to topcoats. Jotun gloss topcoats available in Australia are generally not designed for brushing or rolling. It was noted that polyurethane topcoats come in a linear form which is repairable (buffable) and a non-linear form which are not repairable and must be sprayed. However, decks could be rolled with Hardtop and will provide a good anti slip surface with grit added.

In concluding, Dean and Dave emphasized that the most frequent problems that they respond to can usually be traced back to unsatisfactory preparation or inadequate mixing of the paint. The latter is particularly important for antifouling paints which contain a high percentage of copper and other components which very quickly settle to the bottom of the can.

The evening closed with Dean and Dave making available a range of CD's, brochures and other written material on Jotun products which may be of interest to members. Much of this material is also available on their website at www.jotun.com for those that may not have been able to attend on the night.

We thank Dean and Dave for making their time available to provide us with a most informative night of advice based on their considerable industry experience.

SPECIAL NOTE -- SHIRTS & ABBA LOGOS

Bruce Cadee has suggested that if members wish to bring along their own shirts to the next meeting then he can arrange for logos to be embroidered as he did recently for Harry Speight. Members can bring as many shirts as they like but the club will only pay for up to 2 logos. If we could do this in batches if at all possible this would be best for our supplier.

VOLUNTEER REQUIRED PLEASE

Your editor is very sorry to report that Peter Leggatt has tendered his resignation from the Association. Peter is one of our longest standing members and has contributed a great deal of boat building wisdom which has been appreciated by many members over this time. Peter has indicated that he has a number of other things to pursue over the next few years but he would like to keep in touch with current members' projects from time to time. Peter has also been custodian of all things afternoon tea for Toolbox Visits for a very long time and we also thank him for that contribution.

Hence, we need a volunteer to take over this role. No prior experience is required but it would be appreciated if one of our regular attendees could volunteer to look after the urn, cups, coffee, tea etc and organize biscuits and milk on each Toolbox Visit day. Please email me or see me at the Tech Meeting next Wednesday.

ADMINISTRATION NOTES

ABBA COMMITTEE

President/Editor	Chris Davis	9387 5042
Sec/Treasurer	Bruce Cadee	9259 0844
General Committee	Rob Bingham	9246 0202
	Alun Dufty	9272 8905
	Harry Speight	9295 4518
Library	Rosemary Nayler	9455 1470

APRIL TECHNICAL MEETING

The next technical meeting of ABBA will be held at the South of Perth Yacht Club as usual, 7.30pm for an 8.00pm start on Wednesday, April 2nd 2014.

Longer standing members might recall our visit to member Clive Jarman's workshop in October 2001 to help turn over the hull of his Ian Oughtred designed Eun Mara ketch "Merry Rose" (See Mike Beilby's write-up at www.abba.org.au under the Library tab, Nov Dec 2001 Newsletter). Well, in April, "Merry Rose" should be on her way to her new home on Tasmania's Frankland River. So, it's appropriate that we have Clive for our April technical meeting, presenting on the construction, sailing, modifications and upgrades of Merry Rose during his ownership.

MAY TOOLBOX VISIT

Yes, you are reading correctly — that is the **MAY TOOLBOX VISIT**. We have decided to try spreading out the meeting and toolbox events across the bi monthly cycle and see what members think. So please give us your feedback in due course.

So.....our next toolbox visit will be on Saturday May 3rd, 2014 **and please note that to fit in with our host's availability on this occasion we will be visiting in the morning between 10:00am and Noon.**

Again, longer standing members may recall a technical presentation in October, 2002 by Brett Burvill (see Geoff Leggatt's write-up at www.abba.org.au under the Library tab, Nov Dec 2002 Newsletter) on the development and sailing of his hydrofoil-supported Moth dinghies. Well, our May toolbox visit will be to "Fastacraft" in Yangebup, owned and operated by shipwright, John Ilett, to see the latest incarnations of these high speed moths. John does his own design and development work and has a couple of boats in advanced stages of construction, one of them being his latest design. We will be able to see the results of his state-of-the art approach to design and construction using 21st century procedures, materials and technology. Fastacraft's address is: Unit 2, 4 Dobra Road, Yangebup, 6164

REMINDER — VOLUNTEERS always welcome to write up the meeting & toolbox visits for the next newsletter.

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. Bruce can show you examples of the logo at Technical and Toolbox meetings. 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

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

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.