



# AMATEUR BOAT BUILDERS' ASSOCIATION

**JULY/AUG '01**

## **ABBA COMMITTEE**

<b>Geoff Leggatt,</b>	<b>President,</b>	ph 9410 1900 (Wk)	9367 3595 (Hm)
<b>John McKillop.</b>	<b>Secretary,</b>	ph 9410 1900 (Wk)	9313 7442 (Hm)
<b>Chris Davis,</b>	<b>Treasurer,</b>	ph 9222 5664 (Wk)	9387 5042 (Hm)
<b>Mike Beilby,</b>	<b>Newsletter,</b>	ph 9397 6209 (Hm)	

Contact any of these four people for clarification of association activities.

## **BEYOND THE BLACK STUMP**

Those of us who had to stop home and earn a crust were treated to the delights of attending the South Australian and Australian Wooden Boat Festivals, held in February and March this year, at a great pair of talks on the evening of 29th May. Mike Igglesden and Clive Jarmine attended the South Australian event, held at Goolwa, near the mouth of the Murray, while Peter and Dale Leggett went to the Australian Festival in Hobart, mostly in and around Constitution Dock.

silting up and water depths have reduced dramatically. The shallowness also makes for short, choppy seas in a fresh breeze and this had a serious effect when Wally Cook took his yawl, Karina, on which Mike was crewing, by road to Wellington at the top of the lake, meaning to sail the 80km back to Goolwa. A stiff southerly came in and eventually it was deemed necessary to road-haul back again rather than try to punch into the seas in the little, flat-bottomed yawl.

Mike and Clive kicked proceedings off with a pair of maps of the regatta site on a whiteboard. This was a good idea as we Sandgroppers have only the sketchiest idea of the geography of the Murray mouth, and it's quite complicated. Basically, Lake Alexandrina, into which the Murray empties, has been separated from the sea by barrages and locks since about 1936, before which it was accessible to ocean-going craft. However, since the barrages and with increased use of Murray water upstream for irrigation, there's now not enough flow to prevent the lake

Friday afternoon and evening saw the street parade followed by the mayor's cocktail party and serious on-the-water events started, despite a little rain, on the Saturday morning and continued into the Sunday at a rate of 25 events per day! There were about 200 boats involved ranging from the large, original paddle wheelers "Marion" and "Oscar W" down to small dinghies and Clive's sea-kayak, "Maid of Pligh" which he'd car-topped over the Nullarbor. A good collection of photos was used to illustrate the range of boats, both on and off the water, including a part-finished

"Eunamara" which was of great interest to Clive as he's building one, too. There was even a shot of the Victor Harbour to Goolwa steam train which ran frequently and talked to the paddle steamers with steam whistles at every opportunity.

And was it a successful excursion? Well, Clive entered a lot of events, winning the rubber duck canoe race and placing well in others so that he was awarded best overall competitor and this he only admitted to bashfully at the last minute. I know Mike (and Wally) would have had a good time with Karina, having seen Wally at this event once before (his tan sails seemed to be everywhere when I attended) so there's no doubt the answer is an emphatic "Yes!"

Then it was Peter's turn to describe the Australian Festival in Hobart in mid-February. This event had even more boats at around 300, and more old boats, the majority dating to before 1960, including a fleet of "Derwent" class yachts of the '30s, with the oldest being the passage boat, "Olive May", of 1880. There were also the replicas of the "Endeavour" and Bass's round van Dieman's Land "Norfolk" and a whole host of smaller, recent boats, both afloat and on the hardstanding. Many of these were illustrated by Peter's photos and he was obviously especially taken with the model hall with shots of everything from a largish Tumblaren class to a delightful steam launch. Back in the open we were treated to shots many live-aboard boats from a tiny, Ian Oughtred "Grey Seal" by the manual arts teacher at adjacent Geeveston District High School to large motor sailers of '50's vintage, to a recent product of the Shipwright's Point Boat Building School (a

Lyall hess design) and a wide-sterned, modern Knoop 39, this one, "Magellan", owned by the designer. GDHS also had a stand of its own, selling timber craftwork using native Tasmanian timbers such as Huon Pine, Celery Top, Sassafras and Blackwood.

Ashore around the dock there was always so much going on that it was impossible to see everything from serious forums such as "Whether to Restore or Ignore" to street theatre to demonstrations on subjects too numerous to list. Through all of it permeates the idea that Tasmanians take their maritime heritage very seriously - indeed most of their fishing boats are still of wood!

Following evening coffee, Peter showed us the official video of the festival. It's too long and complicated to allow full description here but it did point out the near-death of wooden boat interest in the '60's followed by the revival of interest in the '70's with the widespread use of marine ply and glues and the short step from plywood to real wood. It also highlighted the founder of the AWB Festival, Andy Gamlin, he being inspired by the international traditional boat festival of Brest (France) and getting the first AWBF going in 1992. Also explained was the native timber debate and conservation issues, 8 000 Ha being set aside for special timbers but still threatened by clear-felling and, would you believe? - timber poachers! Let's hope they can control that.

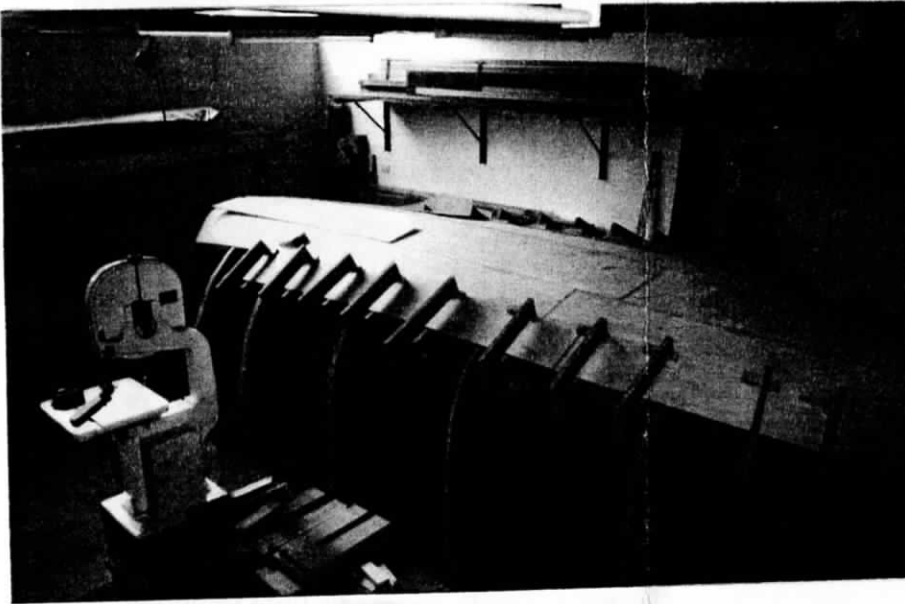
Once again a very full evening finally came to an end with nobody begrudging the trip in the wet, windy evening and all of us appreciating the hi-tech audio-visuals of John Harskamp and Chris Davis. Who'll go east next time?

### **WE VISIT A GLUED LAPSTRAKE PROJECT (and get more than we bargained for)**

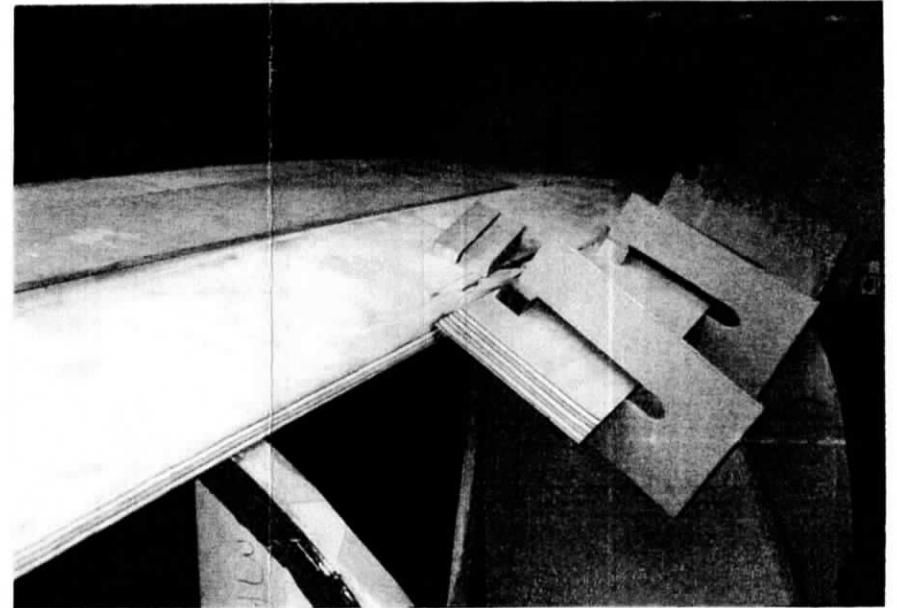
On June 9th we visited the home of Clive and Linda Jarman, in Nollamara to see Clive's workshop(s). That's right, there are two of

them, metal and wood, side by side and neat as a pin. Ostensibly we were there to see his Ian Oughtred, glued lapstrake, double-ender, Eun

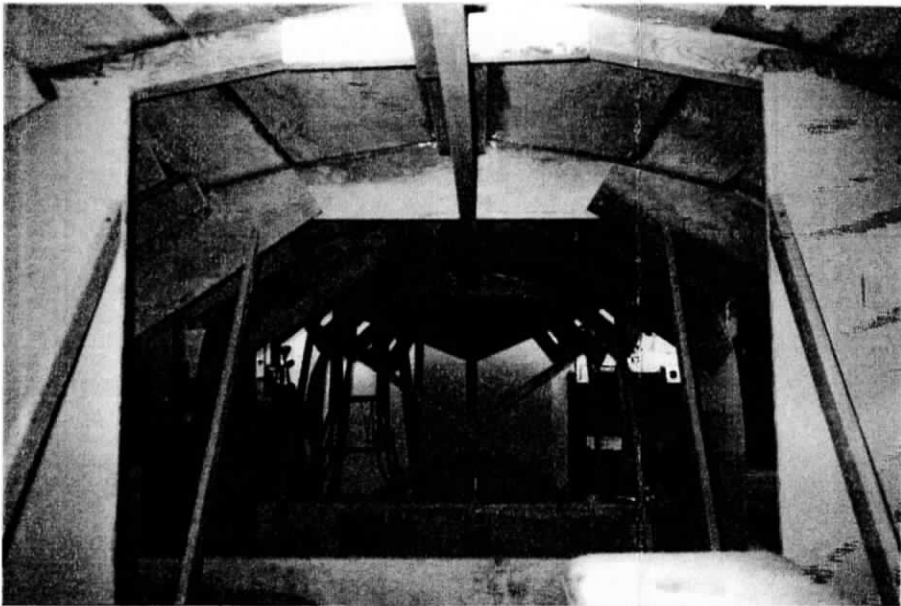
## Clive Jarmin's Workshop



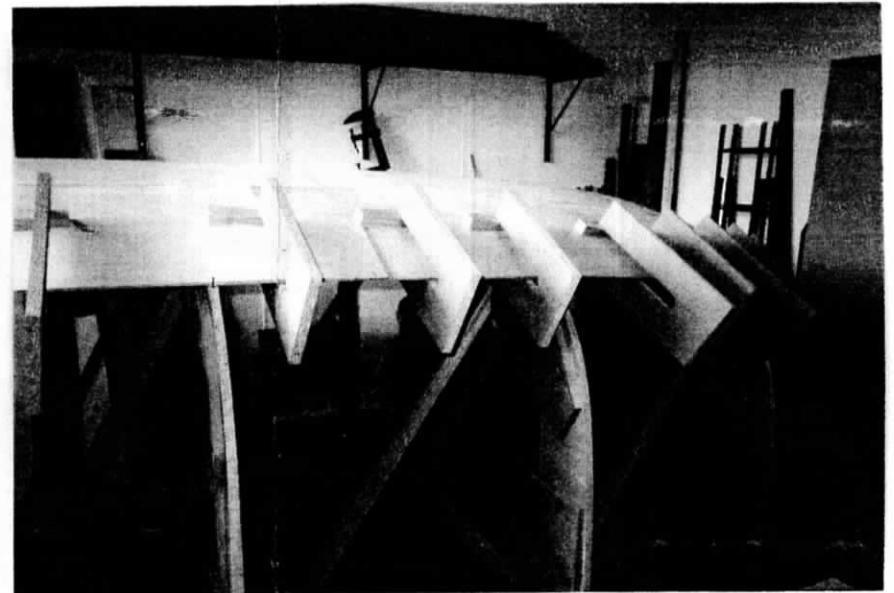
A general view of the workshop, including bandsaw.  
Maid of Pligh on end wall.



This plank is waiting for the other scarffed half  
to be glued on.



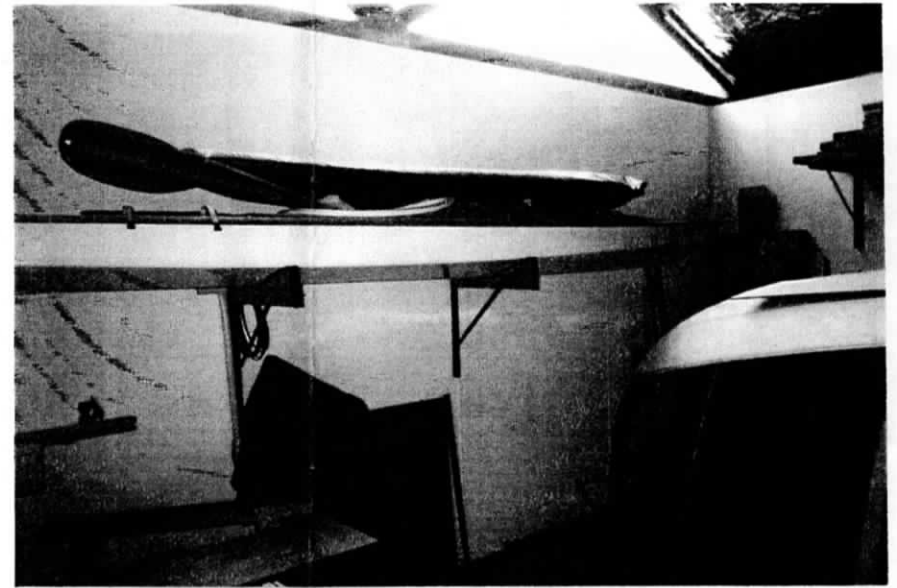
Inside the hull. Plenty of room to work here.



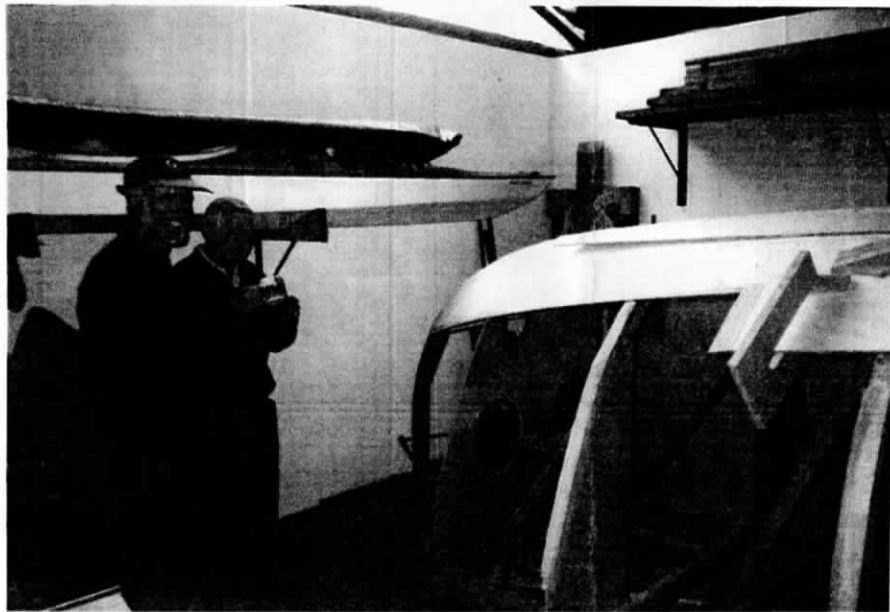
Clamps wedged in place to hold a glued seam..



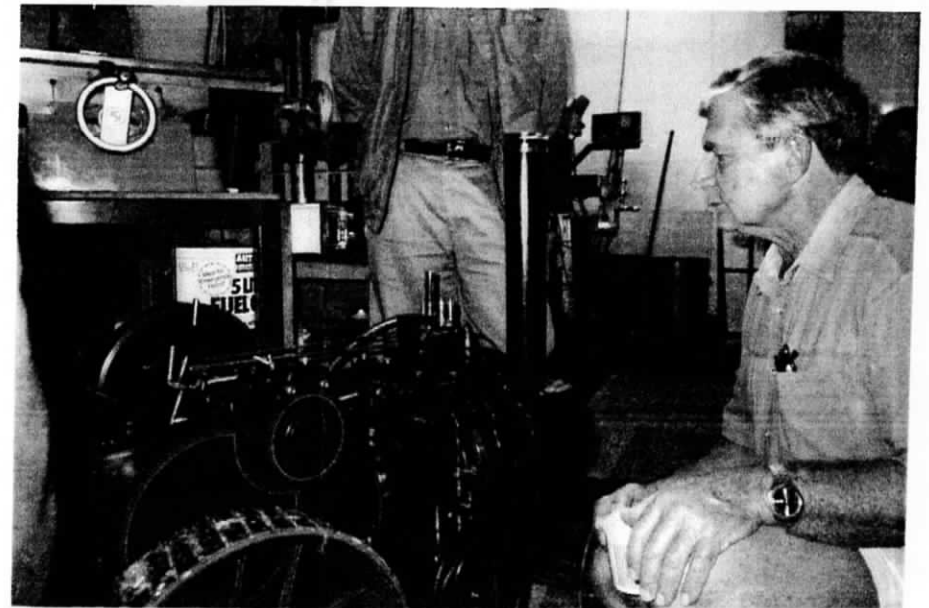
One of the station moulds with a permanent frame attached and being glued to planks.



The sea kayak on the end wall - seemed a little forgotten.



Clive and Brian Lemon share a joke beside the work.



Peter Leggatt admires the traction engine.

Mara (wrongly printed last issue as Eunamara) but there was plenty more to see besides.

The boat itself turned out to be about 21' long with seven broad planks of Queensland hoop pine ply per side and Clive has two and a half planks currently fitted each side of the keel. He's changed the building procedure a little so that frames ultimately destined to be permanent are cut and glued in from the outset. The original specification is to turn the glued up shell over with no frames at all, and fit frames where needed at a later stage - but since the final frames match up with mould stations Clive's approach makes sense. It would actually be harder to make the frames (or ribs) fit properly later. I noticed also that Clive has scarfed up his stem and stern posts from solid, rather than laminating them, thereby saving a lot of wood and glue. I'll do it myself, next time.

Adjacent to the boat is a brand-spanking new tablesaw/spindle moulder/planer/thicknesser, the latest addition to an extensive collection of wood and metal tools in Clive's collection. The box from this awe-inspiring machine provided the chipboard for the large collection of long reach clamps which are necessary to hold the plank edges together while glue dries in the glued lapstrake process (see photos). They are just fixed jaws with a wedge supplying pressure. Also shoe-horned into the floor space is a bandsaw and a small wood turning lathe. Side benches displayed the boat plans.

All this is in the woodwork section of Clive's backyard empire, a section which was only added on just before the commencement of the present project. His Maid of Pligh sea kayak is mounted on one end wall and a scale pattern of the new hull was tested out on the shed drawings in advance to be sure the hull could be moved out when complete, because it's not being built in line with the door but at right angles to it.

The real work room, where Clive earns his bread and butter, was next door, the metal work department. The main item-in-trade is an optical measurer of wool fibres which Clive has designed and now completes to the engineering stage following some items which are subbed out. From Clive they go to an electronics expert for the fitting of computers before going out to a world-wide market. So when the Department of Trade talks about 20 micron wool, or whatever, Clive's machine is measuring the microns.

But in amongst the wool measurer, two lathes, two milling machines, a drill press and a surface grinder was plenty of evidence of Clive's other hobby, model engineering. A large, passenger-hauling traction engine, beautifully built, was on the floor while a 7 1/4" guage loco chassis, wheels and cylinders was atop a bench. The latter was only in the shop to have cylinders and valve gear fitted for the owner - but that's virtually the heart of a steam locomotive anyway. On a side bench there was a miniature boiler feed pump and a diminutive single cylinder vertical steam engine, both of which ran on only one or two strokes of a bicycle pump. Clive even put the traction engine onto compressed air (from a compressor, this time) and its twin compound engine ran happily for ages, much to the delight of all our would-be boat builders. So well sorted is this engine that on turning off the compressor it continued to tick over until pressure was down to only a pound or two, and this despite the fact that compressed air doesn't expand much between the high and low pressure cylinders so the low pressure is largely carried along for the ride.

It was a great afternoon in both a practical and social sense, with a broad cross section of the membership and several spouses having a great old chit chat over Linda's endless afternoon tea while continuing to admire Clive's many talents.

## **JULY EVENING MEETING**

Our guest speaker for the July evening meeting will be Mr Bob Murphy of Ausco Products in Dianella. Ausco specialise in metal casting and machining operations and carry a wide range of marine castings. If they don't have the item that suits your vessel they can cast one from your own pattern or perform both the pattern making and casting operation.

Bob will be talking on the topics of:

- Casting materials available
- Casting finishes to be expected
- Ausco's range of cast marine products
- Requirements of a casting pattern

Bob has asked that the evening be more of a question and answer session rather than a formal presentation, so if you have any questions related to casting bring them along and have them answered by a man who has been in the casting business for more than forty years.

## **AUGUST TOOLBOX VISIT**

Our next Toolbox Visit is on Saturday August 11. This month we are off to see the activity at 'C' Shed Victoria Quay at Fremantle. Our host will be well known boat builder and Couta Boat identity Chris Bowman. Chris will be available between 2.00 pm and 4.00 pm (please note 4.00 pm finish for this Toolbox) to show us over the various projects currently happening at 'C' Shed.

The projects we will be inspecting include the following;

### **Herrishof 'Neria' design**

Owner: Gene Merrill

Overall length: 36 feet

Waterline length: 31 feet

Name: Atmosphere

This vessel is to be gaff rigged and is being built with timber spars.

### **Couta Boats**

Chris Bowman has sold the all huon pine Couta boat 'Eclipse' which he built several years ago and she is in the shed for a refit, as is a second Couta boat from the regular racing fleet.

We will also be able to view the early stages of a new Couta boat which Chris has commenced building for himself.

### **Kit Boat**

'Secret' design

Overall length: 19 feet

This vessel is being built as a demo boat to promote this new kit boat.

### **Power Boat Restoration**

A major restoration/rebuild of a power boat for Mounts Bay member Bruce Bennett.

## **CALENDER**

### **Tuesday 31 July**

Bob Murphy of Ausco Products on metal casting and machining – bring your questions along.

Mounts Bay Sailing Club

Upstairs, Perth end

7.30 for 8.00 pm start

### **Saturday 11 August**

Toolbox Visit 2.00 to 4.00 pm

'C' Shed Victoria Quay, Fremantle, meet at the east end door – our host Chris Bowman.

### **Monday 20 August**

Committee meeting 7.45 pm