

**JULY/AUG '02**

**ABBA COMMITTEE**

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

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**MEMBERSHIP SUBSCRIPTIONS ARE NOW DUE. PLEASE PAY EARLY**

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**AN INSIGHT INTO THE NEW MARITIME MUSEUM**

The May meeting found us in our new home at RPYC, the Junior Clubhouse. No standing around for hours on the lawn while a key was found this time - just straight in to a good meeting room, not overly large but big enough for us. One thing it seems to lack is a galley where we can wash up the coffee mugs - bad luck for Geoff, who brings them along, but the view over the moorings to Mounts Bay Road is nice.

This month's speaker was Mike Lefroy from the Maritime Museum. Mike is in charge of the development of the new leisure gallery (one of six major galleries) and of multi-media. With the museum building having just been completed and handed over it seemed an ideal time to find out what is planned for the displays.

Mike started with the earliest days of the MM, including Director, Graeme Henderson's

discovery of ballast bricks and elephant tusks at a site later identified as the wreck of the Vergulde Draeck near Ledge Point when he was only sixteen, the development of State and Federal shipwreck protection legislation and the earlier sites at Finnerty St and Cliff St. But it was in 1994, with the declaration by the then PM, Paul Keating, that AII would be returned to WA, that the need for a purpose-built new museum became clear and the site at the western end of A Shed, adjacent to the wartime submarine slipway, was eventually chosen. The rest, as they say, is history; it's all running just about on time and on budget. In the next six months the galleries will be set up and opening should take place on Dec 1st. The Cliff St site will remain unaltered as basically Dutch and allied exploration of the WA coast.

Mike then spent some time describing his baby,

the leisure and recreation exhibition, starting with the old idea from Kenneth Grahame's "The Wind in the Willows" - simply messing around in boats. The opening illustration to the gallery is a large picture of a boy jumping from the Blackwall Reach Cliffs into the Swan; no boat at all at this stage, but they follow soon after, starting with the tin canoe. Mike was able to relate the long interviews he'd had with a now departed waterside worker and the adventures he'd had with tin canoes at what is now the Fishing Boat Harbour but which the boys then called Boronia Bay, at precisely the place where Australia II was launched in the early eighties. By one of those coincidences, Clive James was on TV the following night, relating similar stories from the other side of the continent!

Following Mucking About on the Water there will be departments such as Clouds of Sail (Mele Bilo and 18 footers), Duelling with the Doctor (Swan River dinghy racing), Speed (including Donald Campbell at Lake Dumbleyung in 1964), Off the Beach (surf lifesaving), Row, Row Your Boat, Sailing Alone Around the World (Jon Sanders and David Dix) and "There Is No Second" (WA's part in The America's Cup). Many exhibits will be slung from the roof or arranged at such a height that the deck is level with the upper viewing platform. Perhaps the most striking will be Sanders' Parry Endeavour, mounted on a single strut, bow down at about 45 degrees, as she was when she nearly pitch-poled in the Southern Ocean. In total contrast, hanging near the forestay will be Brett Burvill's foil-borne Moth dinghy, with which he won two heats of the World Titles on the Swan in 2000. There will also be a display on the proposed Antarctic Yacht Race, yet to get off the ground, but we are told entries are coming in and it is

expected that the break-even number of ten will be shortly reached and production of the yachts will start (that's right; for your seven figure entry fee you get to keep the boat).

Five other galleries will be fitted into the huge snail-shell building (it's supposed to represent a boat on its side, but then the Sydney Opera House is supposed to represent sails, too). These include The Indian Ocean, especially early trade around the rim and featuring an Arab market scene combining with the real harbour just outside the windows and Fishing, from the earliest of Aboriginal methods to the modern rock lobster industry. Defence will concentrate fairly heavily on submarines with the huge Oberon class sample outside and a replica of the AE 2 conning tower inside. This latter I particularly want to see. AE 2 was one of our two WWI subs and saw service at the Dardanelles. She successfully penetrated the Turkish anti-submarine nets on several occasions, even surfacing to fire on a train running along the coast of the Sea of Marmara before being later sunk. Her remains were recently discovered. In WW II, despite the RAN not having a submarine to its name, Fremantle was the second largest sub base in the world, so there's a lot of history there. Then there are galleries for Cargoes and for Fremantle Harbour itself. One wonders how they are going to find the space, but it's all been planned for.

As always, Mike's talk was entertaining as well as educational; somehow he always comes over as if he's talking to you personally. Although he's given this talk a couple of times before, he modified and adapted it to our needs and the rapt attention given by the audience showed he'd got the mix right. Many thanks, Mike.

#### **FREEDVERT** (Well, they're all free, actually)

"AUSTRALIAN AMATEUR BOATBUILDER" is a quarterly Eastern States publication pitched squarely at the people described by the title. Issue 38, the current one at time of writing, features 96 pages covering all manner of boating and building topics. There's the continuing story of building a Stornaway kit, building a 40' patrol boat replica, the building of a sea kayak by a 13 year old (and his grandfather), Penguins and other putt-putts, electric trolling outboards as yacht auxiliaries, proas

developed in Perth for cruising, and the list goes on. There are also articles on designs, new launchings and letters to the editor. It usually takes me a couple of weeks of dipping into to finish reading. I've had it posted to me since its inception in the early 90's and it was invaluable during the design and building of "Isis", and still of use for the Acorn 15. Don't be put off by the scarcity of colour photographs and the use of matt paper. This is a publication for the workshop, not the coffee table. Many of our members were unaware of this magazine. Let's hope I've corrected that.

If you can't get it at your newsagent (and not all carry it), you can subscribe through:

**AUSTRALIANAMATEURBOATBUILDER**  
**PO Box 1254, BURLEIGH HEADS, QLD,4220.**  
at a cost of \$28.60 for one year or \$48.40 for two years.

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### **HOW THE OTHER HALF GOES BOATING**

On Saturday, 15th of June we had another visit to Oceanfast's motor yacht construction site in Henderson to see how the other half lives. This time we were to see the Norman Expedition Yacht, "Aussie Rules" nearing completion. It's the biggest yacht so far built by this company, although they'll happily build you something bigger if you want to go one better! This was obviously a drawcard to our members because no less than thirty seven turned up to be guided by El Prez, Geoff Leggatt. Incidentally, the photos should tell the story better than words, but we weren't allowed to take photos or video on board and externally this vessel and the two others we saw were well covered in scaffolding, making life difficult.

After collecting safety helmets and glasses at the gate we made our way through the front office and up the jarrah and chrome staircase to the design office where Geoff gave us an introductory talk and we got an aerial view of "Aussie Rules", largely swathed in plastic sheets to protect against overspray, since putty, primer and, in some cases, colour, is being sprayed in all sorts of places. Apparently Austal/Oceanfast keep 49 designers busy on interior and exterior detail and when one sees the complexity of all the associated drawings it's easy to believe, but they can't all occupy the same office we saw, at the same time. The detail in the drawings, necessitating the huge drawing force, is justified because it allows tricks like having all the built in

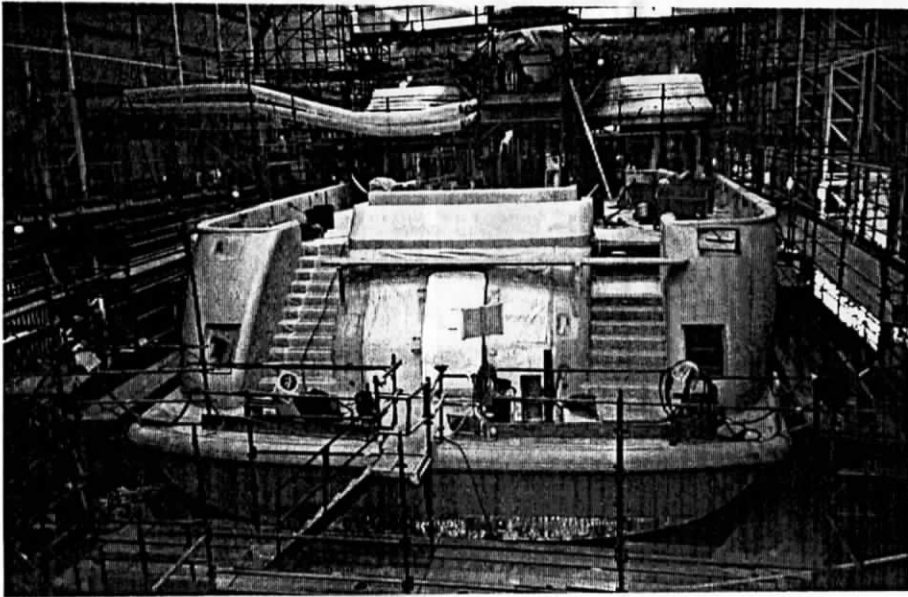
furniture actually built off-site, some in Fremantle and some in this case, in England. The degree of forward planning is such that it all fits right, first time. That's no doubt easy to achieve in kitchen cupboards for a rectangular house, but this is for boats with curved lines and funny angles everywhere.

The hull and one deck is of aluminium construction while the two upper decks are in fibreglass-reinforced plastic (FRP). I guess FRP is a bit easier with some of the funny shapes generated here and there's less fiddly welding.

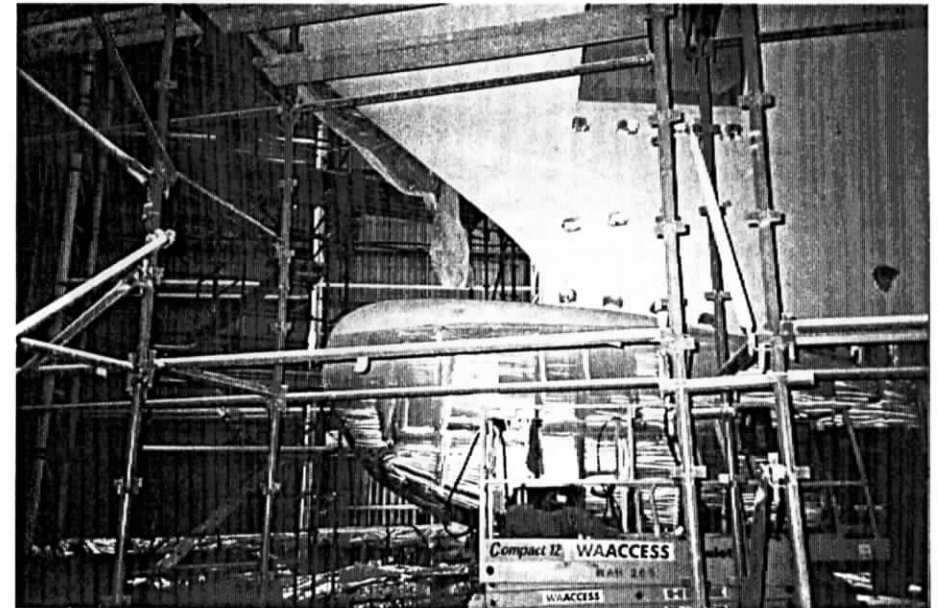
This vessel, designed in concept by Sam Sorgiovanni in Fremantle, is really big at 69.5m x 11.6m x 3m draft. Although only running to twelve guests, it has fourteen crew and storage for about four water toys ranging from an 11m runabout down. There's storage for two dozen SCUBA kits and no less than 200 fishing rods. Fully tanked she won't need to look for a bowser for 8 000 nm. The two desalination plants can each produce 3 000 litres of water a day. On board, all the decking, ceilings and most wall claddings will be, or already are, rubber mounted to eliminate the effects of engine vibration. The base fitout is in plywood, too heavy for smaller planing vessels which use aluminium honeycomb materials, but OK in this 15.5 knot displacement cruiser. Most of the built-in furniture is already in place, but hidden behind MDF sheeting to protect the high-



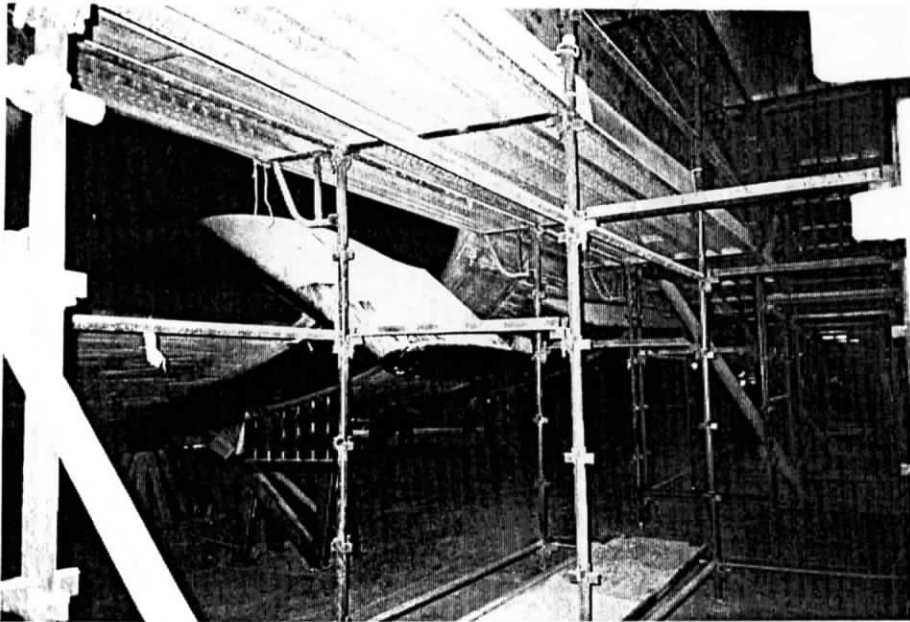
WITH THE BIG BOYS AT HENDERSON



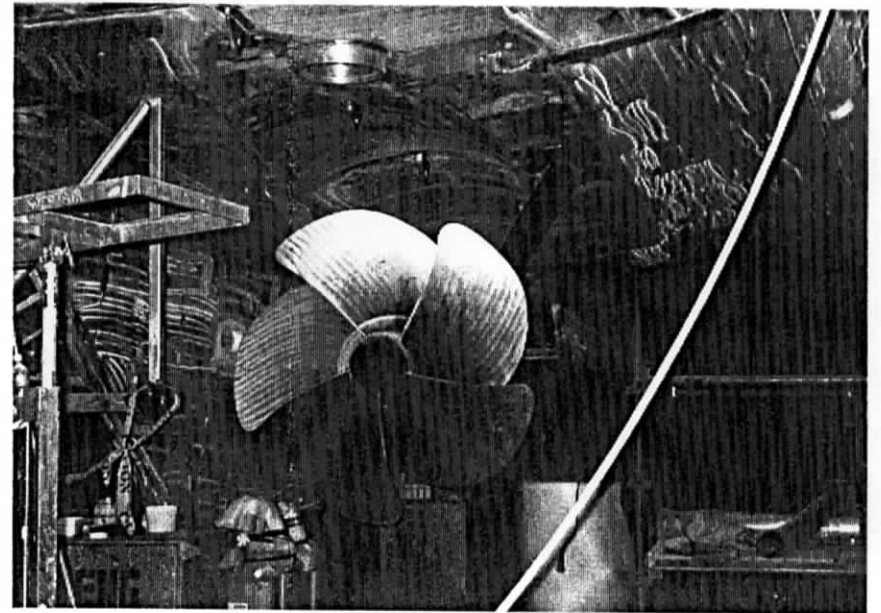
Stern shot of Aussie Rules, mixture of putty and primer.



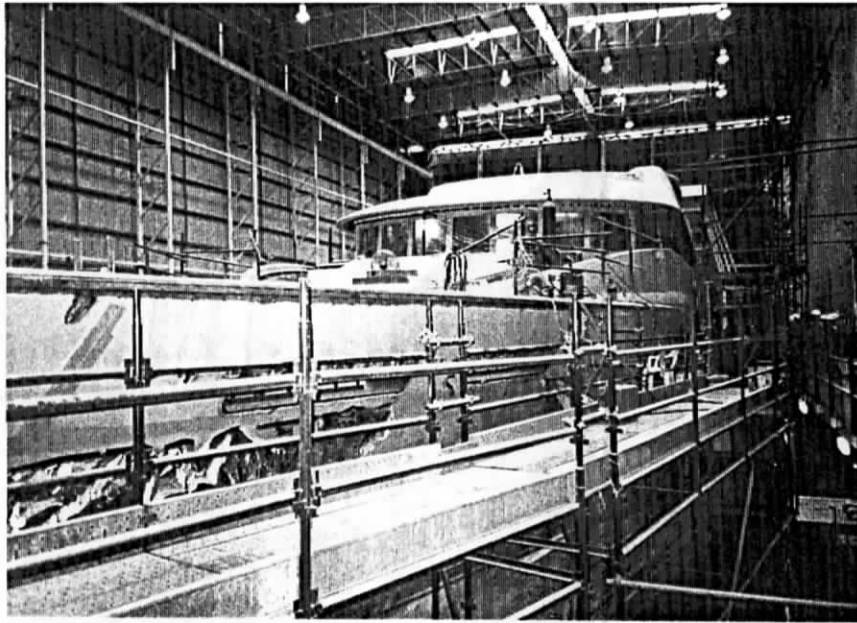
Aussie Rules' bulb bow. Not nearly as wide as it is high.



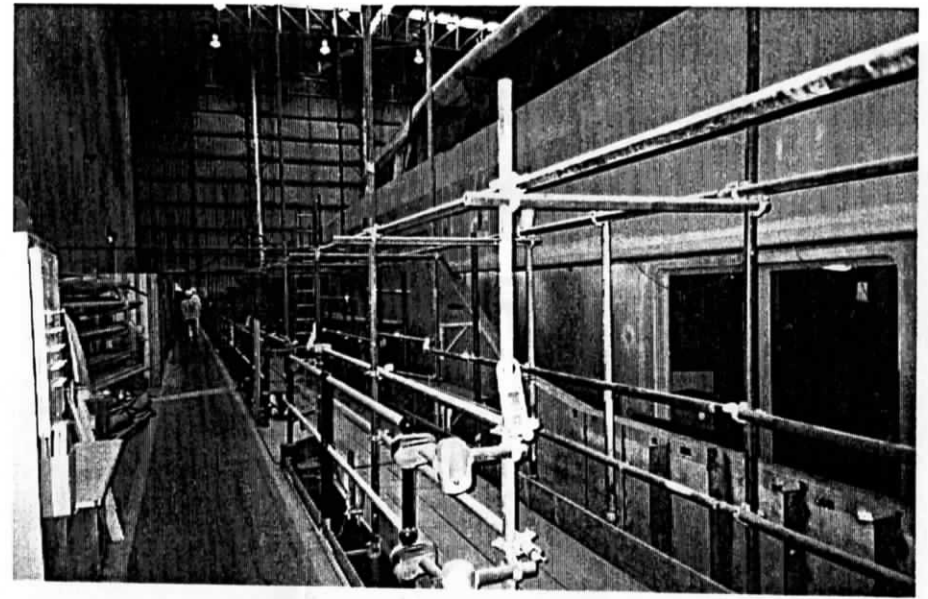
Stabiliser foil on the port side of the Norman yacht



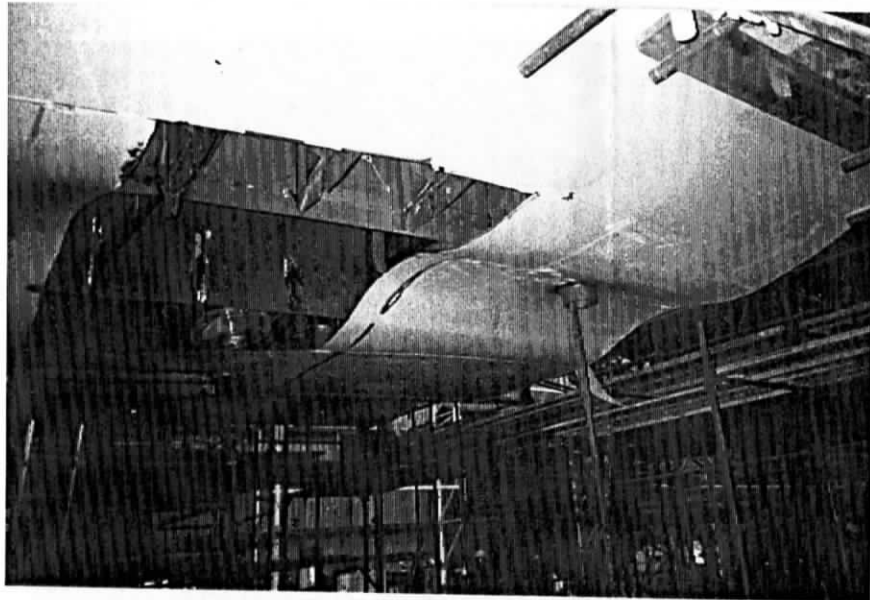
One propeller on Aussie Rules. Large blade area.



The forward end of Aussie Rules, lots of scaffold.



Looking along the port side of Mercedes 111.



Tunnels under one of the American hulls.  
These allow clearance between prop and hull  
to minimise vibration.



Sample furniture for Aussie Rules.  
If you have to ask what it cost, you can't afford it.

quality finishes while other work goes on. One job still to go is the fitting of ceilings which can't happen while air conditioning, sprinkler systems and wiring are still being tidied up.

Unlike her two smaller American cousins taking shape in the workshop next door, AR is a big enough displacement vessel to justify a bow bulb reducing the formation of a bow wave at cruising speed. In this area there's also the mandatory bow thruster. She has computer controlled stabilisers and a pair of remarkable bronze props. These are five bladders, with the blade area exceeding 100% of the swept area. I think they use something similar on submarines, no doubt for quietness.

Next door, as I said, are two slightly smaller yachts for American customers. These are both about

55m x 10m x 3m and have steel hulls (perhaps to keep President Bush and the US steel industry happy?). One, Mercedes 111, is topped by FRP, like AR, but the other, Perfect Prescription, has the 'tween decks in aluminium before being topped with FRP. Joining the steel and aluminium is tricky. The joint is filled with a composite of layers of marine al./pure al./steel, and joined by firing with small explosive charges. The joint needs to be kept well painted to avoid electrolysis. M111 is from the board of Jon Bannenberg while PP is by Tim Heywood, both English designers. They will accommodate ten guests and twelve crew each with cruising ranges of about 4 500nm.

The visit was fascinating, even if the projects are of the "don't try this at home" variety. We are indebted to Geoff Leggatt and Oceanfast for making the visit possible.

### ADMINISTRATION NOTES

**OUR NEXT EVENING MEETING** will be a talk by designer, Rob Denney, chiefly about his proa, "Harrigami", strip-planked in Kiri or Paulonia timber and sporting his own-built, carbon mast. This vessel is featured in the current issue of AABB and for those who don't know, a proa sails in both directions but always has the wind on the same side. It needs a little more room to tack (or "shunt") but as Rob will explain, it has many other advantages. Come along and hear him on **30TH JULY**.

**OUR NEXT TOOLBOX VISIT** will be some what different. We visit Emu Lakes in Ballajura to witness model yacht racing by radio control. The Emu Lakes Model Yacht Club operates here on Sundays, so the visit will have to be shifted from the original Saturday to **SUNDAY, 11TH AUGUST**. Model yacht racing is a much better spectator sport than the full size variety - the paint dries in about ten minutes and then it's time for the next race. They complete up to seven Olympic style races in an afternoon and things happen fast. Approach via Alexander

Drive and Paradise Quay, first race starts at 1.30pm.

### **GENERAL**

It was decided at the last committee meeting to hold fees for this next year at the existing \$25, and see how things go, but it will be tight. The fee may have to go up by \$5 next year. Things will be easier if people pay their subs **PROMPTLY**. Please turn up on the 30th with a cheque or cash for Treasurer Chris Davis. This is a general advice to all members. Individual notices will go to late-payers before the next newsletter.

**LIBRARY.** Geoff will bring along books on "Construction" this month. Please note that we require books borrowed at the previous meeting to be returned at this one. If needed, renewals are possible, but a two month borrowing time is a lot better than a week at your local library.

Please note the change of phone numbers for Geoff and Chris on our masthead.